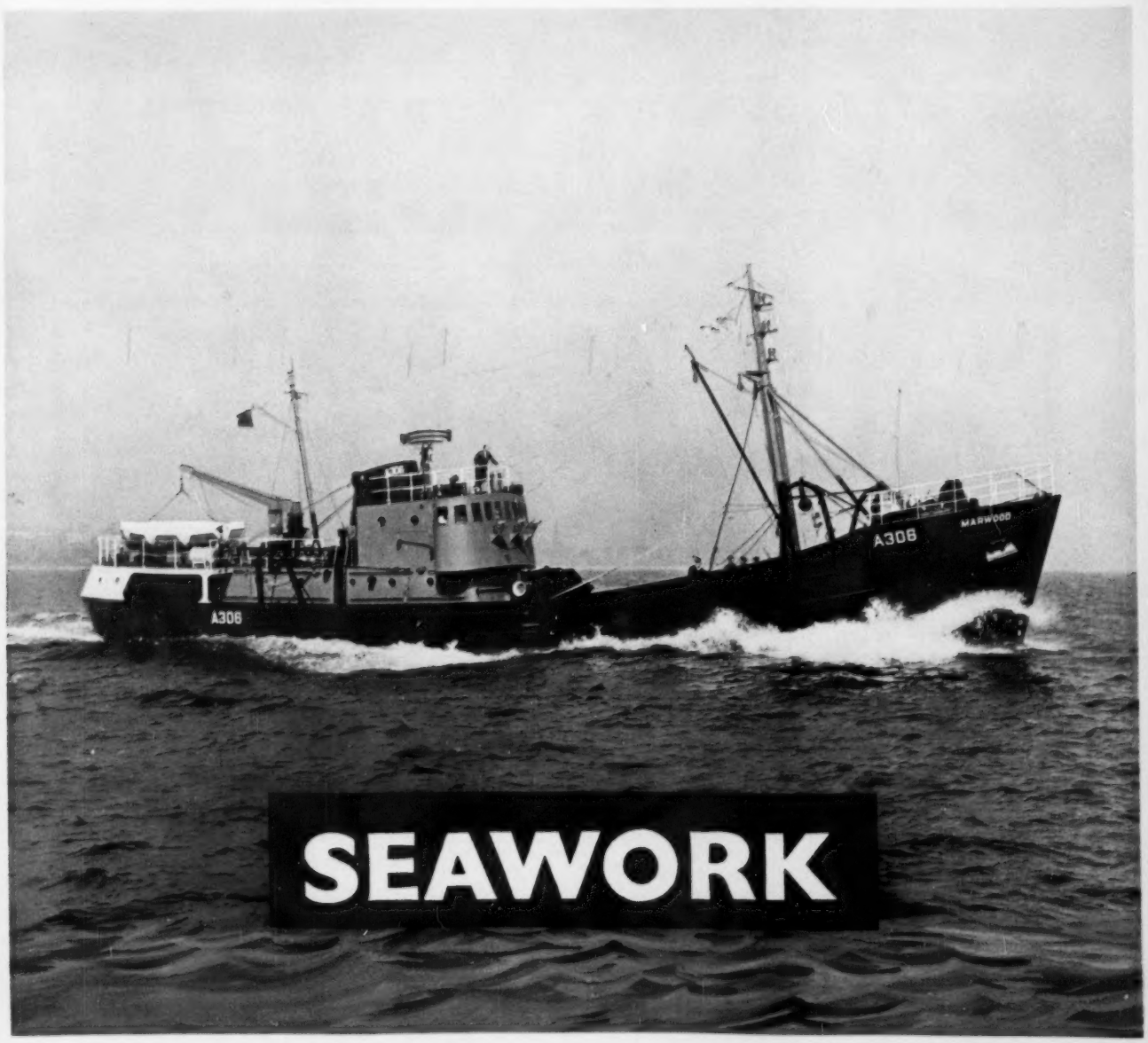
The
SHIPPING WORLD

VOL. 144 No. 3534 3 MAY 1961 Price 2s.



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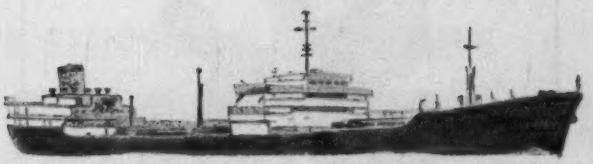

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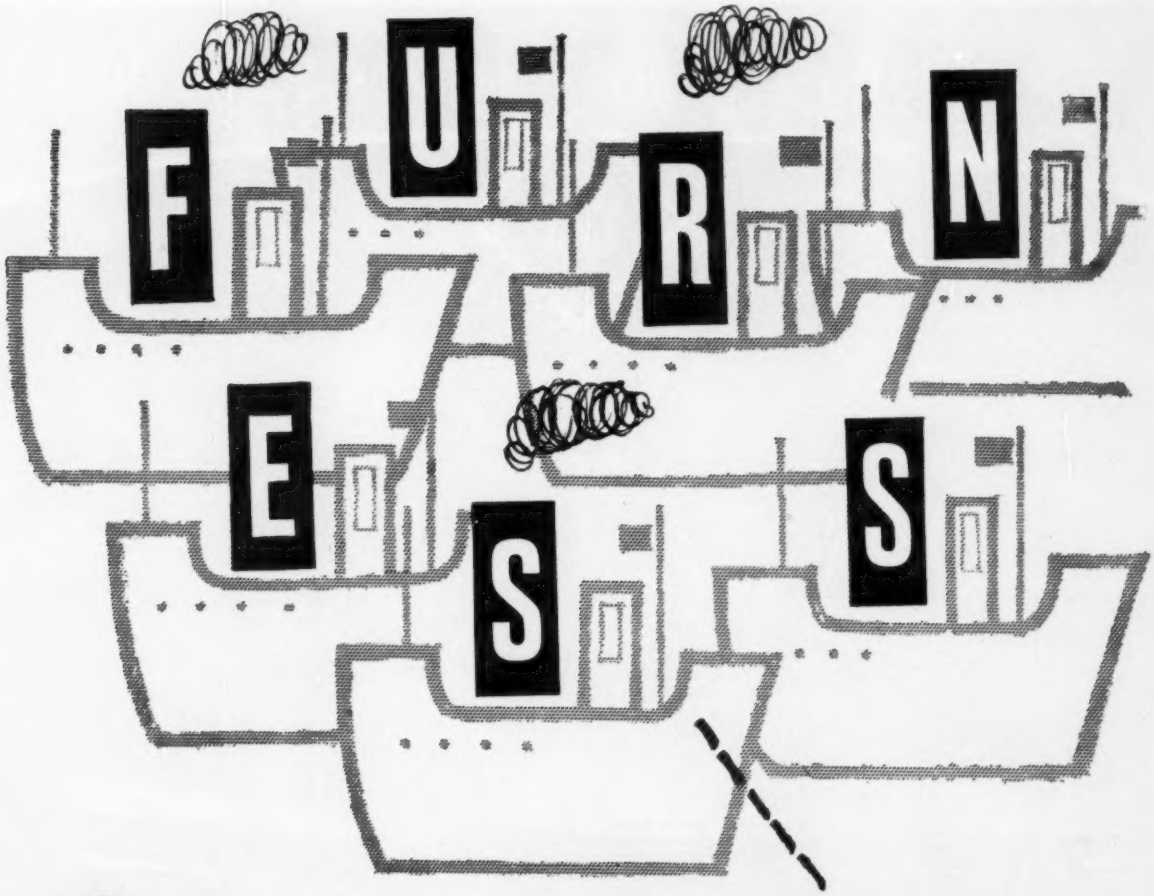

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FOUNDED 1883

Chairman of The Shipping World Ltd: F. D. H. BREMNER

Editor: PETER DUFF *Associate Editor:* IAN BREMNER *Advertisement Manager:* W. MURRAY

Annual Subscription £5

Offices: 127 Cheapside, London EC2 *Telephone:* Monarch 2801 *Telegrams:* Shipping World, London

Vol. 144 **3 MAY 1961** **No. 3534**

We salute a proud maiden

During this month m.v. 'PRA RIVER' of the Black Star Line, Ghana's new national shipping line, sails on her maiden voyage.

It is a happy and proud occasion for 'PRA RIVER' is the first ship to be specially built for Ghana since independence, and is the first of eight modern vessels the Black Star Line has on the stocks.

The task of supplying lubricants for this fine vessel has been entrusted to Shell. We salute 'PRA RIVER' and wish her, and all who sail in her, fair winds and good fortune.

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THE SHIPPING WORLD

ARMED SALVAGE

MANY readers will have read with interest the recent reports in the national Press on the events surrounding the boarding of the Shaw Savill cargo liner *Runic* by an armed party who claimed the rights of salvage. This vessel went aground on Middleton Reef about 600 miles north-east of Sydney, N.S.W., on February 16, and after several attempts at refloating, the master and crew were removed from the vessel by the owners. At the same time much valuable equipment and stores were removed from the vessel. It has been suggested that in effect this vessel has been abandoned to the sea, but on behalf of the owners a statement was issued denying this and referring to those who had boarded the vessel as trespassers who had taken possession of the vessel without their authority. The identity of the armed party and the name of the salvage company whom they represent have not been disclosed so far.

One of the first questions which comes to mind in this episode is whether the vessel has, in fact, been abandoned by the owners, that is to say abandoned to the sea as a thing of no further worth. If such is the case, then the owners have no further rights or title in the vessel and neither have they any further responsibility. As a derelict wreck anyone may take possession, and in the situation of this vessel it would be difficult to suppose that some Receiver of Wreck has any statutory duties in respect of it, such as would arise where the vessel was aground in a coastal area or within the jurisdiction of a port or harbour authority. If the owners have not abandoned the vessel and if they clearly show no intention of abandoning, then the incident takes a more serious aspect.

Unfortunately, there is much general confusion between the use of the term abandonment to the sea and a term which is met with in marine insurance practice—Abandonment to Underwriters. This is quite a different thing and arises solely in connection with a marine insurance policy where a total loss setllement is made. In general terms, where a vessel is so damaged by a peril insured against as not to justify the expense of removing it to a repair port and repairing the damage (although this would, in fact, be possible if considerations of expense were ignored) then there is said to be a constructive total loss under the policy. On formal notice of abandonment to underwriters a claim may be presented for a constructive total loss. Such notice of abandonment is between the shipowners and their underwriters and is a purely legal formality, although an important one. In modern practice it is usually formally declined by underwriters and replaced with an agreement by the underwriters to maintain the legal position of the shipowners. On settlement of the claim for total loss under the marine policy by payment of the full sum insured, the underwriters are then entitled to a clear title to all that remains of the insured property. If they so wish they may ratify the abandonment of the property to them and take steps to salve the vessel or, alternatively, they may choose to allow their rights to lapse, which would probably result in the vessel being considered as abandoned to the sea and treated as a derelict wreck. One of the difficult problems of an underwriter's position in these circumstances is that frequently a vessel or wreck in this situation involves disproportionate liabilities, such as those of removal of wreck and other responsibilities which pass with the derelict vessel to whoever assumes ownership, and underwriters usually take the attitude that such is no part of their proper functions as marine insurers.

Current Events

A Minister for Shipping

FOR SOME TIME there has been a feeling, in and out of Parliament, that the problems of the shipping and shipbuilding industries have been overshadowed in the Ministry of Transport by its preoccupation with other formidable problems of road and rail transport (and, until recently, of civil aviation too). It is with satisfaction, therefore, that the shipping industry welcomes the appointment of Vice-Admiral John Hughes-Hallett as a Parliamentary Secretary to the Minister of Transport, with special responsibilities for shipping and shipbuilding. Admiral Hughes-Hallett was in command of the naval forces in the Dieppe raid, and was Naval Chief of Staff in the planning of Operation Overlord, the landings in Normandy. Following as it does the fact that the Prime Minister himself brought up the subject of shipping during his recent talks in Washington, Admiral Hughes-Hallett's appointment is regarded as a further sign of top-level recognition of the seriousness of the problems facing the twin industries.

Matters Arising

AT ITS meeting on Thursday the Council of the Chamber of Shipping considered matters arising out of the budget and the report of the Shipbuilding Advisory Committee. It recorded its appreciation of the acknowledgment made by the Chancellor that it would be a help to shipping companies in drawing up their future plans to have a guarantee that the investment allowance would be retained at its present rate of 40 per cent for a period of years and his statement that he saw "no prospect of this special allowance for shipping being withdrawn or reduced during this Parliament". The Council also welcomed the exemption of shipping, including coastal shipping, from the increased tax on fuel. Much concern was, however, expressed about the application to shipping of the increase of 2½ per cent in the rate of profits tax and the proposed new "payroll" tax. Whether related to the present depression in the industry or to its future competitive position with the virtually tax-free flags of convenience tonnage, any additional taxation is regarded with serious apprehension by the industry. The "payroll" tax proposal seemed to the Council to be quite indiscriminate in its incidence. No distinction has apparently been drawn between industries where labour costs are necessarily large and industries where they are relatively small: neither does it seem to take account of the fact that, in some industries, automation and greater mechanisation may be possible, whereas in others, such as shipping, the scope for labour-saving devices is comparatively small. Comments were also made about the recent decision of the Government authorising the Exports Credits Guarantee Department to guarantee loans to overseas buyers of large capital projects including ships built in Britain on longer credit terms than have hitherto been available. It was noted that in "highly exceptional cases" it would even be possible for a foreign shipowner, placing an order for a ship in a U.K. yard, to receive a loan direct from the Exchequer. Strong views were expressed about the favourable position now enjoyed by foreign shipowners placing orders in Britain compared with the credit terms available to British owners. Doubtless the Government's intention was to assist the shipbuilding industry and the export drive, but it does have the consequent effect of putting foreign shipowners in a more advantageous one than British owners wishing to build in British shipyards. It might indeed prove to be something of a boomerang if it provided an additional incentive for British owners to build abroad.

No Demarcation at Cork

IT IS OFTEN suggested by trade union leaders that demarcation itself is little or no handicap to British shipbuilding, though they are usually willing to admit that the strikes that frequently arise from demarcation disputes are a real enough handicap. For this reason it is instructive to observe the reactions of the (Dutch) joint general manager of Verolme Cork Dockyard Ltd, Mr C. van Dijk, to a strike designed to establish demarcation on the British model in the Cork yard. "Why", he asked in a statement on the strike, "should we go back to the methods of England?"—a question which expresses all too adequately a Continental shipbuilder's ideas on the subject. He stated that on the Continent a single trade union watched over the interests of all workers engaged in shipbuilding. A man had a trade, but could take on other work marginal to his job, and it was this which enabled yards to employ their labour forces with greater flexibility than British yards. "It is obvious to the management of Verolme Cork Dockyard that under no circumstances could they allow developments along the same lines as those which have proved fatal and impossible to operate in Britain with any chance of success". These words are clearly somewhat exaggerated, for despite its difficulties the British shipbuilding industry shows no signs of dying. But the fact that what is essentially a Continental management is prepared to hold out against a strike on the matter shows the importance that they attach to it.

Situation on the Clyde

THE very serious situation which has now developed on the Clyde is indicated in the fact that three major yards are now working on their last contract. When the ships now building are completed, these yards will have no further work on hand unless orders are taken in the interval. There has been a steady run down of employment in these yards. Denny Brothers of Dumbarton are working on a single contract and have reduced their labour force to 900. Barclay Curle have a ship building for launching in August. The third yard involved is Blythswood, where there is a tanker on hand which will employ a limited number of workers over the rest of this year. The remaining yards on the river are working at varying rates controlled by the capacity to attract new business. Some success has been noted in recent months on fixed price and fixed delivery terms, indicating that yards can attract business where it exists. The main problem facing the industry at the present time is the extent of foreign government support, which is only too fully appreciated by Scottish shipbuilders if not by the Government. There is some satisfaction in the current pledge to aid shipbuilding. Equally encouraging is the attitude of employees, who are belatedly accepting the necessity of streamlining to meet the threat of unemployment. The overall position is unsatisfactory and must give continuing concern unless the unexpected happens and substantial orders are placed between now and the autumn. The Scottish Council has urged the industry to streamline. Lord Polworth told the Scottish section of the Institute of Marine Engineers that Scotland must follow the trend towards bigger manufacturing concerns with the necessary resources for research. The trend was towards larger units, large-scale construction, increased specialisation and standardisation. Management had the duty of giving a lead and labour the responsibility of accepting that lead. Unions must sink their differences and pull together. Acceptance of these trends would not only assist employers but would result in major benefits to workers in the shipbuilding industry. That advice is logical and timely. Whether it will be accepted fully remains to be seen.

Passenger Liner Sales

THE sale to Hong Kong shipbreakers of the famous P & O liner *Strathaird* (22,568 grt) brings to a total of three the passenger ships that this company has sold for demolition in the Far East in as many months. Earlier transactions involved the *Corfu* and *Carthage* (*SW*, 29.3.61), both sold to Japanese shipbreakers. When the *Strathaird* was first reported as being offered for sale several weeks ago, initial indications were that it was the Japanese shipbreakers who would be making the running for the ship, and indeed a number of attractive offers were forthcoming from this direction. Then, however, the Hong Kong industry came into the picture, and the sale was eventually closed at £382,500, with delivery at Hong Kong. It seems likely that the *Strathaird* will be the largest breaking-up job ever tackled by breakers in the British Colony. The previous largest ship handled in Hong Kong was the 19,000-tons Union-Castle liner *Arundel Castle*, which was sold to Hong Kong breakers for £245,000 early in 1959.

Seaway Prospects

CONTRADICTING pessimistic forecasts that abnormal ice conditions would seriously delay the scheduled opening of the St Lawrence Seaway's 1961 season, the waterway authorities expedited icebreaking operations to such good effect that traffic began moving through the channels and locks on April 15, precisely on schedule. Some 30 vessels moved up toward the Lakes during the first weekend. Ironically, in view of the gloomy prophecies, this was the earliest opening in the three-years history of the waterway, previous dates having been April 18 in 1959 and April 25 in 1960. Ocean steamship lines and Great Lakes ports are optimistic that this will be the Seaway's best season. While some companies which ran to the Lakes last year have withdrawn, a number of others have come in for the first time, and several lines are placing larger vessels on the route. Chicago port spokesmen predict a rise in ocean vessel calls. It is also expected that there will be a boom in grain shipments to Europe. Even before the Seaway opened, the largest cargo of grain ever to leave a Canadian port was being placed in an Italian tanker at Montreal, while, at the lakehead, the first ship of the season to enter Duluth took 12,000 tons of grain for Buffalo. In contrast, the iron ore trade, for decades the Lakes' primary shipping activity, opened the season with poor prospects, no cargo being definitely scheduled to leave the great Duluth-Superior docks during the first weekend. Last year these docks, which had been shipping an annual average of about 45 mn tons, loaded only 29.4 mn. The Seaway's role in this decline was suggested as far away as Baltimore, where the Republic Steel Corporation, long a principal mover of foreign ore to that port, announced that this season it will send most of its Liberian ore to Cleveland, Chicago and Buffalo through the Seaway.

Burmeister & Wain in Britain

AT a dinner given by Burmeister & Wain A/S at the Hyde Park Hotel last week, Mr Niels Munck, their managing director, referred to the cooperation which the firm has had from British shipping circles. It is interesting to recall that the first British-built B & W engine was completed in 1912; the same year that the world's first ocean-going motor vessel the *Selandia* set out on her maiden voyage, making London her first port of call. There are today 26 B & W licencees in 16 countries, the latest country in which their engines have been built being Poland, where Stocznia Gdanska have completed a five-cylinder turbocharged unit of 5,450 bhp for a Russian timber carrier. Harland & Wolff Ltd and John G. Kincaid & Co Ltd are, of course, world-famous as B & W licencees. With the large-bore engine that B & W is now building it is possible to engine ships for a continuous output of 25,000 bhp, so that even the largest oil tankers can now be diesel powered. Mr Munck stated that a Norwegian shipowner mentioned at the delivery of a 21,000-bhp engine for installation in a 50,000-dwt tanker, that he estimated that the daily consumption of fuel would be between 40 and 50 tons less than that of a vessel with corresponding steam turbine machinery. This would mean that in fuel alone, reckoning with a service time of 300 days, there would be a saving of about £75,000 per annum. This vessel, the *Bergebonde*, is now nearing completion and is expected to be going out on trials shortly.

"The Glory of Sail"

MANY shipping people are yachtsmen, and these will find much to interest them in the exhibition of photographs by the well-known Cowes photographers Beken & Son which is being held at present at the Ilford Photographic Centre at 133/135 Oxford Street, London W1. A Beken photograph is immediately recognisable, and this is attributable in part to the skill of the two Bekens, father and son, and in part to the home-made plate camera with its 10in lens and 6½in by 8½in glass plates. A camera of this sort demands the skill that the Bekens supply, as a second shot is seldom possible, but it produces negatives that will stand enlarging to the huge sizes shown at the exhibition without loss of sharpness. The Bekens stand in their motor launch holding the camera with both hands, and the magnetic shutter is actuated by a rubber ball held in the teeth. They find that this technique, crude though it seems, is the best to ensure good exposures from a small boat in a rough sea. The exhibition is not confined solely to pictures of yachts. Many of the world's largest passenger liners pass Cowes on their way to Southampton, and the views of these ships show that the Beken technique is equally successful here. The *Windsor Castle* proves notably photogenic when taken from a small launch; the *Oriana* (which seems to photograph best from the air) rather less so.

The "Cutty Sark"

THE *Cutty Sark* is now wearing at her masthead the golden emblem representing the "cutty sark" or "short chemise" from which she took her name, whereby in her days as a racing tea clipper she could be distinguished from all other ships when in port. The original device, dating from 1870, consisted of a cut-out representation of a short chemise, covered with gold leaf, and this remained in the ship when she was sold to the Portuguese in 1895. It turned up in a London saleroom in November last, and was recovered by the "Cutty Sark" Society. Now, through the generosity of one of the governors of the Society, a replica of it has been constructed by William Cory & Sons, and the lightning conductor on the mainmast head has been altered to enable this to be re-shipped.

Demurrage Claim Fails

THE Court of Appeal recently dealt with a claim for demurrage under the terms of a charterparty in respect of time lost in waiting for a berth because of a strike at the loading port. *Reardon Smith Line Ltd* v *Ministry of Agriculture and others* illustrates the need for extreme care in the framing of charterparty clauses, in that the case turned upon the interpretation of a clause providing that "lay or working days shall not count at port of loading during any time when . . . . the loading of the cargo or the intended cargo or any part thereof is delayed by . . . . *force majeure* . . . . strikes or any other hindrance of whatsoever nature beyond charterers' control". When the vessels were ordered to Vancouver a strike took place but was not complete, and a certain quantity of grain was loaded, but only on vessels carrying general cargo. The control of loading was under the direction of the Canadian Wheat Board's officer, who ruled that the tramps chartered for the carriage of grain could not be loaded, with the consequence that the vessels concerned in this case were delayed, demurrage being claimed by the owners. As to whether the charterers were justified in ordering the vessels to a strikebound port the Court remarked that it was reasonable, in the circumstances in this case, to assume that the strike would soon end and that the nomination of the port of Vancouver was in order. As regards the effect of the clause above, the Court remarked that the terms were very wide and that the charterers, in denying liability for the demurrage claims, could rely on the loading having been delayed by "hindrance beyond their control" in that this was within the words of the clause "hindrance of whatsoever nature".

ON THE "BALTIC"

THE EXTENT OF CHARTERING TO JAPAN

By BALTRADER

TO ANYONE unfamiliar with tramp shipping and the freight markets it would probably come as a surprise to discover the extent of business arranged week after week and year after year from all parts of the world to Japan. The chartering necessary to carry Japan's huge imports of raw materials contributes in no small measure to the health of the freight markets as a whole, and never has this been better demonstrated than in recent weeks, during which eastward rates have risen to a remarkable degree. The enormous scale of Japan's scrap imports from the United States has been the feature of the markets for several months past, but as scrap rates have climbed higher and higher so have other eastward rates been forced up in sympathy, and whatever the commodity concerned, the destination has usually been Japan. From the River Plate, for example, homeward grain inquiry has been slow and often almost non-existent but the feature of that particular market for many weeks has been the active cereal chartering to Japan. Last week the Australian market continued rather quiet, but a point of interest was the fact that there were several wheat cargoes quoting to Japan, while on the North Pacific a feature was the fixing of one or two ships at higher rates to the same destination. Other North American cargoes to Japan which have paid high rates and made news lately include coal from Hampton Roads and heavy grain from the U.S. Gulf; and on the South African market, for example, iron ore, pig iron and maize are cargoes which are regularly being fixed to satisfy the colossal raw material appetite of industrial Japan.

Few Bulk Exports

While tramp shipowners are naturally delighted to participate in Japan's import trade they would be happier still if they could take cargoes out of that country, but as most of Japan's exports consist of manufactured articles, in other words general cargo, there is almost no scope for tramps and Japanese liners handle the bulk of the export trade. It means, of course, that an alarming accumulation of unfixed tonnage is piling up in Japanese waters from May/June onwards, a fact which fully justifies owners' insistence on high rates for the outward voyages but, of course, encourages charterers to try to depress the North Pacific and Australian rates, so far without much success. In fact, higher rates have been paid on both markets for early loading, due partly to a shortage of really prompt tonnage and partly because ships in the Far East can, at current levels, afford to ballast back to the U.S. Gulf area for return cargoes to Japan. Of course, if this state of affairs continued over the summer months owners would have no fear of being stranded in the Far East with little or nothing to go for, but in recent years the Eastern markets have become increasingly difficult from about the middle of May onwards and outward rates have usually fallen back at about the same time.

Indifferent conditions in the tanker markets in recent weeks have driven more owners to consider laying up for the summer or, alternatively, trading where possible in the grain trades. This is disappointing news for dry-cargo owners, as well as for the tanker owners themselves, for in the latter part of 1960 it did seem that the oil market was on the verge of moderate prosperity which would last until the spring at the very least. Now, of course, large tankers have a tight grip on the U.S./Continent grain trade and rates seem to remain at permanently rock bottom levels. Worse still for dry-cargo owners, tankers now load grain from time to time in the River Plate and recently made their debut in Australia. In the early days tankers could only carry grain between ports where shore sucker equipment was available, but in recent years the increasing use of patent portable Vacuvator discharging gear has increased the mobility of grain-carrying tankers.

The Freight Markets

Firm conditions continued on the freight markets last week, especially in the trades out to the Far East, and early tonnage was in short supply on this side of the world. The trans-Atlantic grain markets remained quiet but fixtures included a Headlam vessel with heavy grain from Comeau Bay to picked ports U.K. at 47s 6d, May 10/25, and *Regina* with wheat from the St Lawrence to Genoa at $5.15 free discharge, end May loading. Several tankers were fixed with heavy grain from the Great Lakes including *Tabriz* to Antwerp, Rotterdam or Amsterdam at $8 f.i.o., with St Lawrence completion at $3, May 19/26.

Scrap charterers appeared to be a little less pressed but still paid full rates, and fixtures included *Antibes*, 9,200 dwt for cargo, 472,000 cu ft bale, from the U.S. South Atlantic to Japan at $137,500 f.i.o., May 15/31. Early tonnage was known to have been fixed with sugar from Cuba to Japan at the high rate of $15 f.i.o., and there were unconfirmed reports that 77s 6d f.i.o. had been paid for a similar cargo from Cuba to the Black Sea. Coal charterers took the *Runa* for 21,500 tons of coal from Hampton Roads to Japan at $9 free discharge, May 28/June 10, but the interesting point about this fixture was the fact that charterers agreed six days total purposes as compared with the more usual 1,500 tons per day load 1,000 tons per day discharge.

The River Plate market was fairly quiet but fixtures included *Irene K.* with heavy grain from Up River, completing Buenos Aires, to Manchester at 73s 9d, option Liverpool-Birkenhead at 72s 3d, no clause 6, May 15/25, and *Italterra*, 56ft guaranteed from Up River, clause 6 limited to 2,500 tons bagged cargo, free discharge, June 20/July 15. There was more activity on the Australian market and fixtures included *Leeds City* with bulk wheat ex silo from West Australia to East Coast India at 46s 3d free discharge, June 8/30, and a vessel with flour from South Australia to Colombo at 80s free discharge, June 1/25.

There were several fixtures reported for wheat from the North Pacific to Japan including a Livanos vessed to Tokyo/Hakata range at $6.65 free discharge, June 19/July 5, and a ship of the same ownership was fixed with scrap from California to Japan at $80,000 f.i.o. based on 9,500 dwt for cargo, 475,000 cu ft bale, June 10/30. The *Aristidis*, 10,000 dwt, for cargo, 499,000 cu ft bale, was fixed with lumber and general cargo from British Columbia to the U.K. at $11.40 f.i.o., June 20 laydays.

Timecharter fixtures included *Master Daskalos* (ms), 12,880 dwt, 617,000 cu ft bale, 13½ knots on 17/18 tons fuel oil plus 1½ tons diesel, at 26s 6d per ton, delivery Liverpool, redelivery Japan, trip via Brazil and South Africa, May 5/25. Russian charterers were believed to have taken the 12-knot motorship *Framlington Court* for about 5/7 months trading at 24s per ton, prompt delivery this side.

NEWS FROM OVERSEAS

From THE SHIPPING WORLD'S Own Correspondents

Japanese Shipbuilding Orders

ORDERS for 168 ships totalling 1,699,000 grt were taken by Japanese shipyards in the 1960 fiscal year which ended on March 31, according to the Shipbuilders Association of Japan. The Association said that export orders accounted for 74 vessels totalling 942,000 grt and were valued at $239 mn. This was an increase of 580,000 grt on export orders in 1959. However, it was also pointed out that export orders for 16 ships totalling 410,000 grt were cancelled in the 1960 fiscal year. These were said to be mostly orders placed when ship prices were high.

The Association also reported that only two vessels totalling 6,000 grt were ordered on a reparations basis in the 1960 fiscal year, compared with eight vessels totalling 66,000 grt in the previous fiscal year; and 94 ships totalling 757,000 grt were ordered by Japanese shipowners in the 1960 fiscal year, as against 98 ships totalling 533,000 grt in 1959. Dry cargo types accounted for 54 per cent of the domestic tonnage ordered during the year under review, and tankers for 39 per cent. Similarly, dry cargo vesels accounted for 59 per cent of export order tonnage and tankers for 38 per cent.

The Association attributed the increase in orders to two main factors: shipowners taking advantage of present low prices and easy payment terms, and to orders for a number of large tankers and dry cargo liners placed by Russia. Orders for the Russian dry cargo vessels were placed with the Hitachi Shipbuilding & Engineering Co Ltd, which company celebrated its 80th anniversary on April 6. It entertained about 1,000 guests at a gala reception in the Imperial Hotel, Tokyo, to mark the occasion.

Japan/Russia Services

INCREASING trade between Japan and Russia is expected soon to result in expansion of the Japan-Nakhodka service. The monthly service was set up on a joint basis in 1959 by the Soviet Union and three Japanese lines, Yamashita Kisen, Iino Kisen and Kawasaki Kisen. The tonnage of vessels assigned to the service was limited to 3,500-4,000 dwt. But the volume of loadings is said to have increased from about 700 tons to 5,000 tons, and more sailings or larger vessels are considered necessary by the Japanese operators.

Meanwhile, the Japan Travel Bureau, Japan's official travel organisation, reported that Russia plans to inaugurate a passenger liner service between Nakhodka and Tokyo port, via Yokohama. According to the schedule quoted, the first Soviet liner would arrive in Tokyo on May 30. Subsequent sailings from Yokohama were given as June 5, June 23, July 11, July 29, August 16 and September 21. It was stated that the *Smolny*, with accommodation for 200 passengers, had at first been assigned to the service, but was replaced by the 9,922-tons *Alexandr Mozhaiski*.

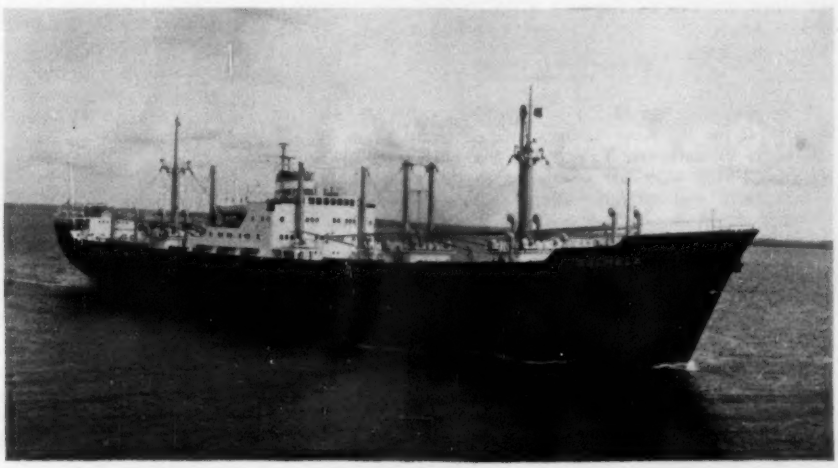
Rust Prevention Experiments

EXPERIMENTS with a plastic covered hull have been carried out by the Swedish Lifeboat Association. The hull of the lifeboat *A. E. Appelgren* was covered with a plastic coating and now after one year's service and operation in ice it is reported that there is no rust whatsoever. Neither does the plastic-covered screw show any sign of rust action. Anti-rust paint under the plastic coating has remained intact. Last year the same lifeboat was so damaged by rust that some plates had to be removed. The plastic coating will now be studied annually and the Naval Administration and the Lifeboat Association, continuing the experiments with other vessels, are specially interested to see how the coating will be affected by navigation in heavy ice.

Swedish Vessels for the Great Lakes

THE motorship *Fredborg*, 2,940 dwt, which is now being lengthened at Boele's Scheepswerven & Machinefabriek, will be put into service on the Great Lakes this spring. Another vessel for the same owners, Rederi A/B Ragne, Västervik, was recently delivered by the Ekensberg shipyard and at the end of the year a second delivery of a sister ship of 6,000 dwt will take place. Together with And. Smith Shipping Company, these owners operate the Swedish Chicago Line, which is reported to be starting the season on the Lakes with seven or eight vessels.

THE Philippine National Lines filed notification on April 4 of its withdrawal from the Japan-Atlantic and Gulf Freight Conference. The withdrawal becomes effective on June 4. It was due to the sale of the company's liners to the Liberian Steamship Co.



SWEDISH-BUILT FOR BRITISH OWNERS

The motorship "Salmela", 12,700 dwt, is the third vessel of this type that Oskarshamns Varv have built for Chr. Salvesen & Co Ltd, Leith. Completed as a closed shelterdecker, the main particulars are length b.p. 441ft 7½in, length overall 486ft, breadth moulded 61ft 6in, depth moulded to shelterdeck 39ft 6in, and draught on summer freeboard 30ft. The hull has been strengthened for ore cargo and ice conditions. The cargo handling equipment comprises fourteen 5-tons, two 10-tons and one 30-tons derricks

Oil Topics

SIZE OF NEW TANKERS

THE AVERAGE SIZE of tankers on order continues to grow. A Westinform Report on tanker building from W. G. Weston Ltd (No 179) states that the average size of oil company vessels on order is now 46,160 dwt, while for independently-owned ships it is 37,210 dwt. The fact that oil company orders are on the average for larger vessels may seem surprising when it is remembered that independents pioneered the very large tanker, and still lead the way in this field. However independent owners now have more vessels on order in the smaller size groups: new additions in the general purpose category of 18,000 to 20,000 dwt are nowadays almost all for independents, whereas the report indicates that there is a heavy concentration of oil company orders in the range between 30,000 and 50,000 dwt.

Fall in Order Books

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Oil Topics

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Antedated Bills of Lading

A DISCUSSION OF A LEGAL PROBLEM

By a Special Correspondent

It is customary in various ports of the world, especially at Singapore, for bills of lading to be dated from the month of the ship's arrival, even if the cargo is put on board in the following month, provided that the loading operations have started before the end of the previous month and have been carried on without a break until completion of loading.

This dual condition: the starting of loading operations before the end of the month of the ship's arrival, and carrying on those operations without any other breaks than those necessitated by the normal conditions of labour in the port concerned, is insisted upon as the basic element which justifies the custom. The custom is so firmly established that no shipping company could avoid submitting to it.

During the last days of May 1956 a French vessel, the *Brest*, called at Singapore. After completion of unloading, the shipment of an important cargo of copra destined for Naples on account of one and the same consignee started on May 29. Loading operations were completed on June 5, after having been carried on without a break. According to the custom in force, the bills of lading were dated May 29.

The consignee had commissioned an agent to supervise these operations at Singapore, a fact of which the shipowner also had been informed. Therefore, the consignee was well aware at the time of the arrival of the cargo, that the bills of lading had been antedated. As a slump in copra prices had occurred on the international market between the sailing of the *Brest* from Singapore and her arrival in Naples, the consignee sued the shipowner for damages on the ground that the credits opened by the bank had expired on May 31, and that antedating the bills of lading had compelled him to carry out a contract which he could otherwise have cancelled or renewed on much better terms based on the prices.

In vain the shipowner relied on the Singapore practice and gave the strongest evidence that the custom he had to follow was regular and binding. In vain he insisted on the fact that the freight conferences had admitted that they had no power to amend such custom and had had to be content with confining it within certain rules.

Commercial Court Judgment

By a judgment dated 12 April 1957, the Naples Commercial Court ordered jointly the shipping company and the sellers of the cargo who, thanks to the antedating of the bills of lading, had succeeded in avoiding the cancellation of their contract, to indemnify the consignee.

That judgment gave two eminent specialists of marine law an opportunity of making a comprehensive study of the problems arising from antedated bills of lading. Two reports appeared respectively in the *Droit Maritime Français* (No 142/1960) and in the *Atti dell'Academia Nazionale di Marine Mercantile* (1960) under the joint signature of Professor Michel de Juglart of the Faculty of Law and Economic Science of Paris, and Professor Roberto Sandiford, honorary president of the Council of State of Italy, Professor at the Faculty of Law of Rome and general secretary of the Italian Marine Law Association. They formulate a series of observations and criticisms which throw an entirely new light on the subject.

The propositions developed by the two learned authors are worth recording: Their first observation is the following:

In the national legislation of most countries there is no obligation to date the bills of lading. There is nothing in French and Italian law on that point. The Brussels International Convention of 25 August 1924 specifies (art. 3, sub. 7) that the bill of lading must be dated, but only in the case when a "received for shipment" bill of lading is to be changed into a "shipped" bill of lading. Such change is effected only by inserting in the bill of lading the date on which the cargo was put on board and the name of the vessel in which it was shipped.

Furthermore, showing the date of shipment on the "received for shipment" bill of lading is, according to the same Act, merely optional for the carrier.

Therefore, neither in British law (which incorporates the Brussels Convention 1924) nor in Italian law, nor in French law, is there any formal obligation to date a "shipped" bill of lading.

Now in the case tried in Naples, British law was in force at the port of shipment, Singapore; Italian law at the port of destination, Naples; and French law was the law applicable to the ship.

Yet one may object that the Brussels Convention 1924 (Art. 5) and the internal law of 2 April 1936 (Art. 3) are intended to make the bill of lading equivalent to a cheque drawn on the ship and to give it so high a value that its statements are deemed to be true unless the contrary is proved.

In this respect, Messrs Sandiford and de Juglart remark that the provisions of the law referred to do not mention the date; they concern only the shipper's declarations as to the marks, number, quantity, weight of cargo (French law also mentions quality) for which the carrier is answerable to the consignee since he has shown them on the bill of lading. There is no question of date. To compare the bill of lading with a cheque being a matter of mere analogy, one cannot infer that it must be dated since there is nothing in the law in this respect.

Effect of Antedating

But seeing that a date does appear on the transport document and that it is naturally considered as meaning that on such a day the cargo was on board, how could it be accepted that that date does not correspond with the true fact? The shipowner is the more especially committed towards the consignee by the date appearing on the bill of lading, in that he must know that this date often plays a decisive part in the opening of bank credits. The antedating defeats the buyer's right to cancel the contract of sale if it leads to the belief that the cargo was shipped before the expiry of the time limit imperatively fixed in that contract.

Moreover, it is on such grounds that various French and Italian judgments have decided that the carrier is responsible jointly with the shipper, who alone benefits by antedating.

The two professors challenge that jurisprudence by invoking a principle, probably universal but which, in any case, has been acknowledged by French and Italian law, and also by English law (Bills of Lading Act 1855), according to which the shipper agrees the conditions of carriage on behalf of the consignee as well as on his own behalf, so that the consignee, by taking delivery of the cargo, agrees to the contract with all its terms and conditions.

In French and Italian law, a failure in the carrying out of a contract can only give rise to an action for breach of contract. This cannot, of course, be alleged in the

present case seeing that the consignee, by endorsing the bill of lading, has formally accepted all its clauses and juridically has substituted himself for the shipper. Therefore he shares with the shipowner the responsibility for the antedating and consequently cannot put the blame on him.

Yet there is an exception to the principle according to which only an action for breach of contract is possible when the contract has not been performed or has been performed in a wrong manner. This is when there has been deceit or fraudulent misrepresentation (*fraus omnia corrumpit*). It has been decided in France and Italy, and it would certainly be possible to find a similar rule in the law of other countries, that deceit and fraudulent misrepresentation avoid the contract.

Deceit or fraudulent misrepresentation are essentially outside the contract and give rise to a liability distinct from the "contractual liability"; namely a liability in tort.

Therefore, if the antedating of a bill of lading results from a fraudulent collusion between the shipper and the carrier, the consignee will no longer be bound by the terms of the contract of carriage; that is, upon this hypothesis, by the date, and he will be able to bring an action "in tort" against the shipowner. However, this action will be maintainable only if the deceit or fraudulent misrepresentation can be established, and in such case the customs in force at the port of loading are of the utmost importance.

In fact, if the antedating of a document in a port where there is no custom in this respect may suggest some fraudulent agreement between the carrier and the shipper, though it may not be enough to prove it, the same antedating does not mean anything else than a mere conformity to local practices, in cases where, as in Singapore, it is endorsed by commercial custom.

"Local Customs Are Paramount"

In all matters connected with loading and unloading "local customs are paramount," writes the Italian jurist Brunetti, and the French Court of Cassation in a judgment delivered on 3 July 1952 is most categorical:

In maritime law local customs have their own binding power which results from the value itself attached to the custom and not from the parties' implied accord. It follows that they are compulsory even if they have not been accepted explicitly or tacitly by the parties and even if they have not been explicitly referred to in the contract.

This is, in terms, a formal refutation of the opinion expressed by the Naples judges who, in their decision concerning the antedated bills of lading of *Brest* at Singapore, declared that the custom of that port fell within the category of customs which are of an explanatory nature and are applicable only upon condition that the contracting parties (which means the seller, that is the shipper, and the buyer, that is the consignee) have expressly or tacitly referred to them.

The long standing and force of the Singapore custom are so well established as to amount to a refutation of this opinion.

When antedating is in conformity with an established custom it cannot be used to found an action against the carrier.

Does that mean that the consignee, who has suffered a loss, will always be powerless to recover damages? Not in the least, but he will have to sue either the shipper, if the latter happens to be the seller of the goods with whom he has concluded the business, or the banker who has opened the credit, provided always that the time limit fixed in the agreement for shipping the cargo actually appears as an absolute condition allowing the contract to be cancelled if the condition has not been fulfilled and the antedating has frustrated this right of cancellation.

Then the action brought is no longer an action upon the contract of carriage but an action upon the sale contract, so long as this action is directed against the seller, and an action upon the mandate so long as it is directed against the banker.

The banker's responsibility, as ascertained by Messrs Sandiford and de Juglart, is not a new conception, but it has not hitherto been stated with such conviction. Contrary to a widespread opinion that the documents presented in pursuance of a documentary credit must be accepted or rejected according to their own merits without any further inquiry by the bank, the two authors, referring among others to a decision of the Marseilles Commercial Court, are of the opinion that "if the banker is not answerable for the genuineness of the documents handed over to him, he cannot at least, neglect obvious indications casting doubt upon their accuracy and generally speaking any indication that should cause him to suspect an error on the part of the beneficiary of the credit".

All this is quite logical. The banker is aware of the express conditions specified by the party establishing the credit upon which the transaction is to be conducted. Especially he knows whether the time limit for cancelling the contract must be considered as the final time limit for shipment of the cargo and whether his mandator, the buyer, means an actual shipment and not a fictitious shipment resulting from antedating the documents according to the custom of the port.

If the circumstances in which the documents have been presented to him lead him to think that the seller has availed himself of the custom in force to try and escape the cancelling clause, which was an absolute condition of the opening of the credit, it is his duty to make inquiries and, if necessary, to ask the carrier the exact date of shipment, so long as he knows that his client attaches an extreme importance to that date for cancelling the contract.

In the case before the Naples Court, the ship left Singapore on June 4. The bills of lading were issued on June 5 and 6. When they were presented later on to the bank, the latter, of necessity well informed about the customs of the port, could not have been deceived by the date of May 29 appearing on the documents. Being aware of the importance attached by the buyer to the time limit of May 31 fixed at the time of opening the credit for shipment, they should have required a confirmation from the shipowner, which, whatever its terms, would have protected them against any criticism.

To sum up, the points emphasised by Messrs de Juglart and Sandiford in their joint survey are as follows:

The holder of an antedated bill of lading cannot institute proceedings for breach of contract against the carrier.

He can sue him only "in tort" if the carrier is guilty of deceit or fraudulent misrepresentation.

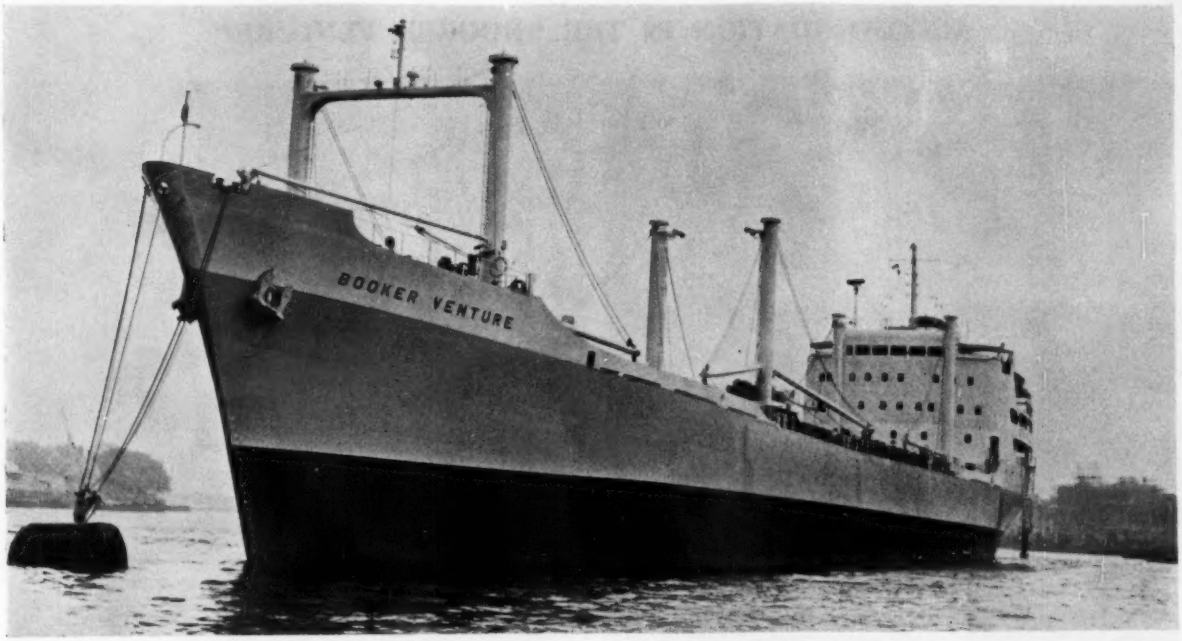
As a rule the carrier cannot be held responsible "in tort" so long as the antedating is enforced by port customs, seeing that in such case there is no question of deceit or fraudulent misrepresentation.

If the antedating has resulted in loss to the consignee, the latter must normally apply to the seller for damages.

He can also apply to the bank responsible for checking the shipping documents which, through its passivity, has become an accomplice in the shipper's deceit.

The shipper's and banker's liability can arise even when the antedating results from a local custom and with greater reason when there is no such custom.

The Chamber of Shipping of Greece has published in Greek, French and English the text of Legislative Decree No 3899/1958 on Preferred Mortgage on Ships under Act No 3816 of 1958 ratifying the new Code of Private Maritime Law.



Bulk Carrier "Booker Venture"

VERSATILE VESSEL FOR THE BOOKER GROUP

THE bulk carrier *Booker Venture*, 10,700 dwt, has been delivered by Austin & Pickersgill Ltd to Booker Bros. (Liverpool) Ltd, who have important sugar interests in British Guiana. The vessel is being managed by Booker Merchantmen Ltd, a newly formed wholly-owned subsidiary. The contract for building this ship was awarded to Austin & Pickersgill Ltd after a total of 76 British, European and Japanese shipyards had been invited to tender. As a result of the £2½ mn modernisation scheme of this yard the time taken from the laying of the keel to the launching was only 13 weeks, and fitting out took another eight weeks.

The *Booker Venture*, which has a total cargo capacity of 10,200 tons, will lift a part cargo of 7,000 tons of bulk sugar on a draught of 20ft. She is thus specially suited for the carriage of bulk sugar out of Georgetown, where the bar outside the port only affords a maximum draught of 20ft for two periods of a few days each month (and this maximum draught actually includes 18in of mud). British Guiana sugar is exported mainly to the United Kingdom and Canada, but is only available for shipment in the spring and autumn months. For the remaining months of the year the *Booker Venture* will be engaged in general tramping, probably lifting grain from Canada to Europe and the West Indies, and sugar from other Caribbean islands to the United Kingdom.

The holds of the ship are so arranged that there is more than sufficient capacity in the centre holds to take a full cargo of sugar, which occupies 43 cu ft per ton. The new ship has been designed in conjunction with the facilities of the £1,600,000 bulk sugar installation recently completed at Georgetown for Demerara Sugar Terminals, a company in which the Booker shipping group holds the majority shareholding.

The additional capacity in the wing tanks allows for a full cargo of grain stowing at 54 cu ft per ton to be taken. The *Booker Venture* has sufficient room in her centre holds for a full cargo of bauxite, coal or ore. When fully loaded, the vessel has a draught of 25ft, which is the maximum permitted draught for the St Lawrence Seaway. She has been equipped with all the Seaway's special requirements.

Principal Particulars

Length overall	469ft
Length b.p.	430ft
Breadth	62ft 6in
Block coefficient	0.7654
Total deadweight	10,700 tons
Gross tonnage	8,227 tons
Net tonnage	4,611 tons
Total grain capacity	580,400 cu ft
Speed (trials)	14¾ knots

The vessel is of welded prefabricated construction. The framing consists of a system of transverse side frames combined with double bottom and deck longitudinals. Toe-welded angle main frames are fitted generally. As the side ballast tanks only extend over hold Nos 2, 3 and 4, ¼-in galvanised iron sheeting has been fitted on the face of the frames and beam knees in No 1 hold in order to prevent sugar coming into contact with the shell of the vessel.

A rubber strake 6in by 1½in flat has been welded on the shell immediately above the riveted bilge strake seam.

Macgregor single-pull hatch covers have been fitted and portable panels in the covers have been provided for loading bulk sugar when the covers are closed in wet weather. The outfit of electric cargo winches and windlasses is by Clarke, Chapman & Co Ltd.

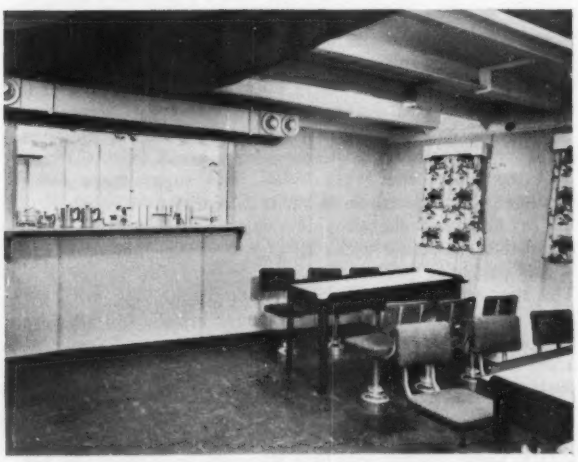
The propelling machinery is a turbocharged 5-cylinder Clark-Sulzer SAD 72 engine designed for burning heavy fuel oil having a viscosity up to 3,000 seconds Redwood No 1 at 100 deg F. The maximum continuous rating of the engine is 4,500 bhp at 125 rpm, but a further 10 per cent overload is available for ploughing through the mud of the Georgetown bar. The exhaust gas turbocharger was supplied by Brown-Boveri.

ACCOMMODATION IN THE "BOOKER VENTURE"

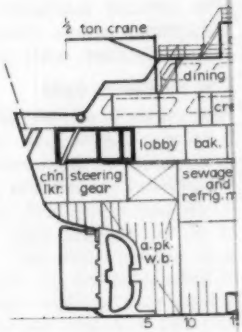
The captain's bedroom and day room

The owner's cabin

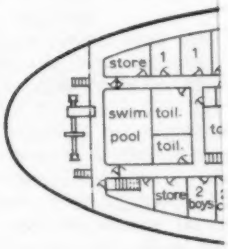
The officers' reception room

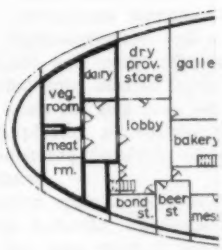


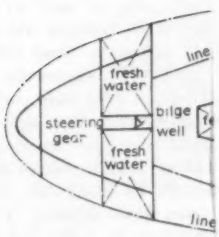
The officers' dining room and the crew cafeteria

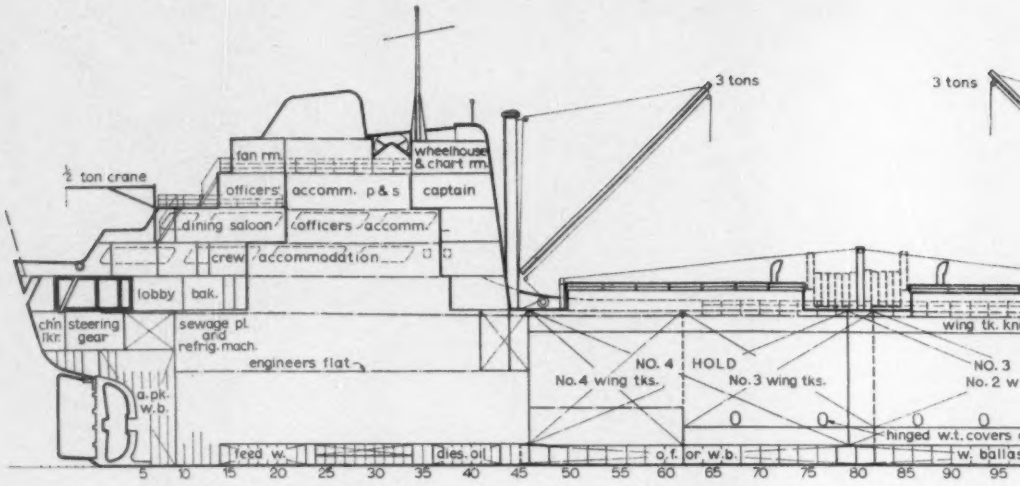

½ ton crane
dining
lobby
bak.
chn lkr.
steering gear
sewage and refrig. m
a.pk. w.b.
5
10

POOP DECK

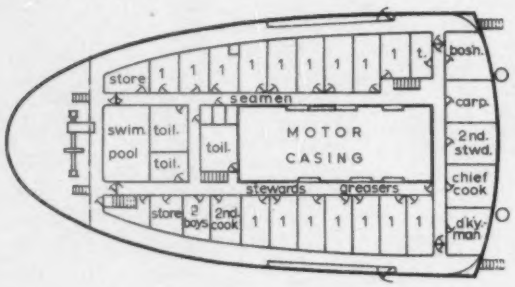

store
1
1
swim. pool
toil.
toil.
store
2 boys


dairy
dry prov. store
galle
veg. room
lobby
bakery
meat rm.
bond st.
beer st

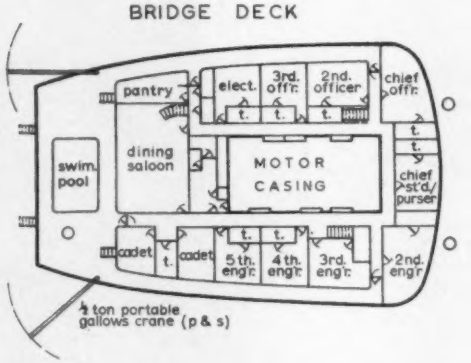

fresh water
steering gear
bilge well
fresh water

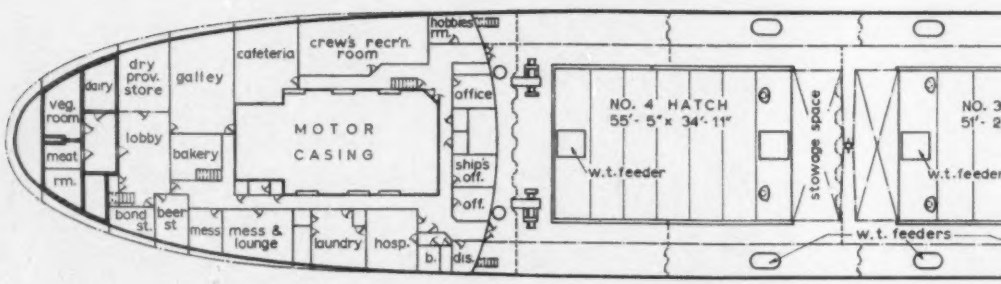


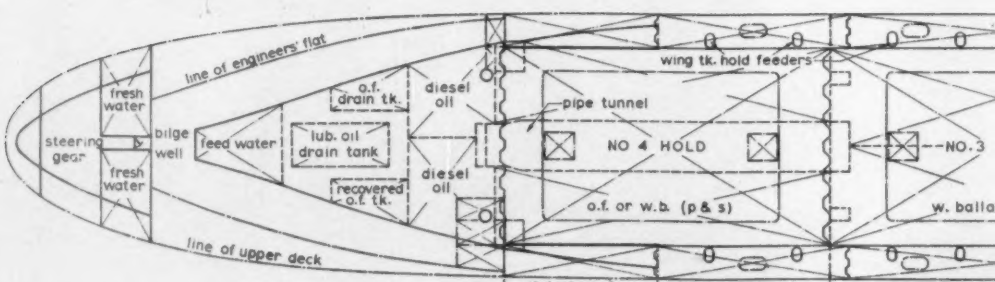
POOP DECK



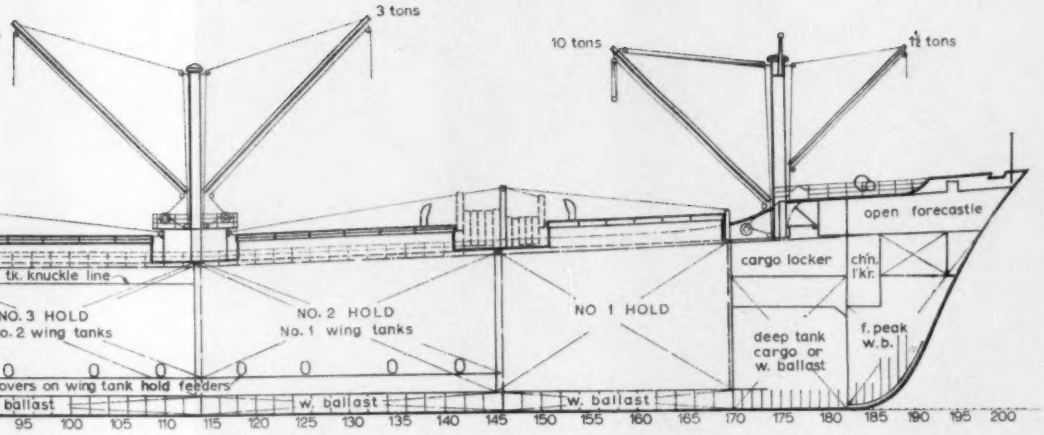
BRIDGE DECK



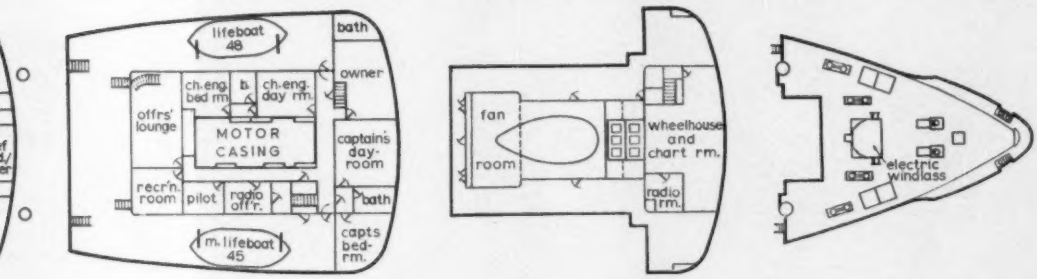


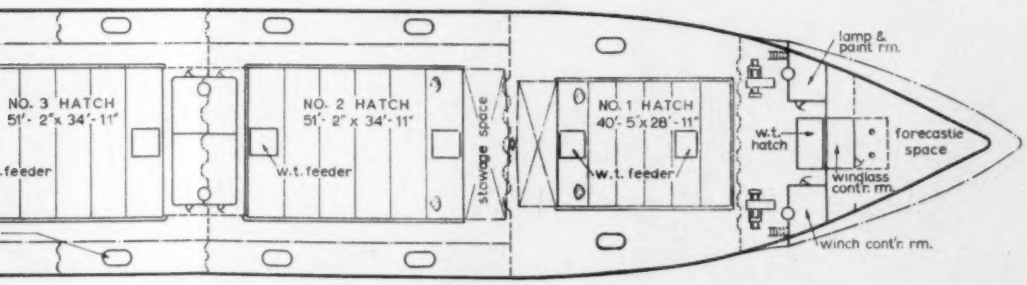


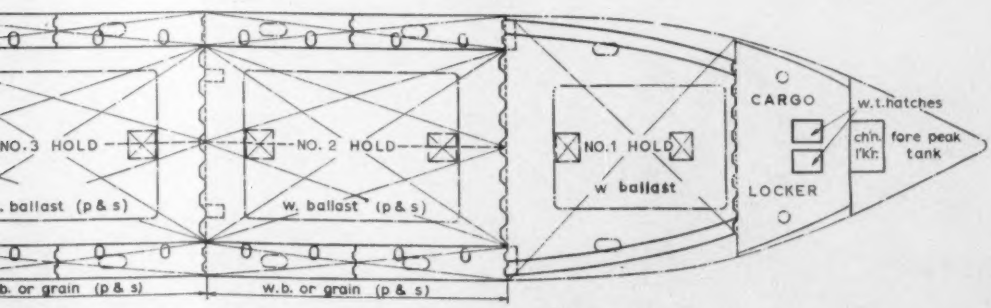
General arrangement of the bulk carrier "Booker Venture," 10,700 dw



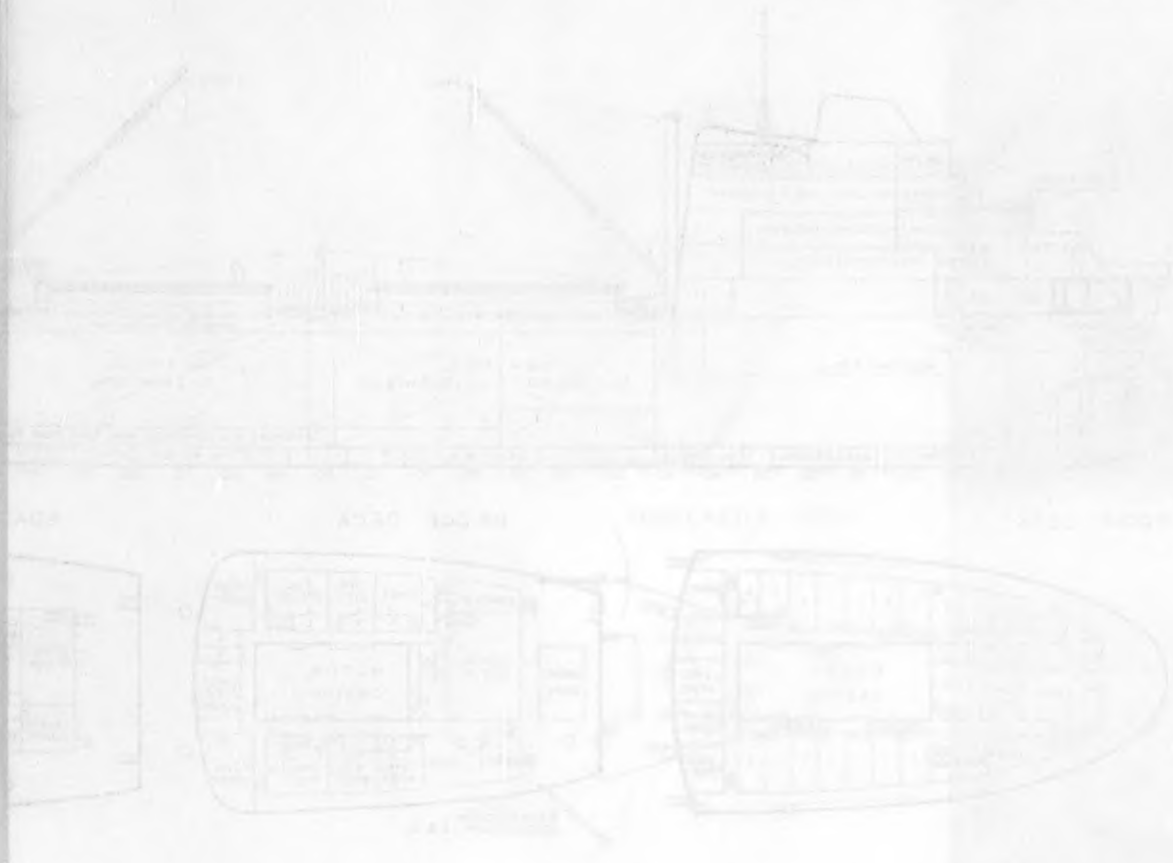
BOAT DECK NAV. BRIDGE DECK FORECASTLE DECK







00 dwt, built for Booker Bros. (Liverpool) Ltd by Austin & Pickersgill Ltd



There are two 300-kW generating sets and one 250-kW shaft generator, all designed for 220 volts DC, by W. H. Allen. There is also a 75-kW auxiliary set where a Ruston & Hornsby engine is coupled to the W. H. Allen generator. The shaft generator, which gives a continuous output of 250 kW when running at the main engine speed of 125 rpm, consists of a solid forged shaft having suitable couplings at each end, with armature assembly and commutator securely attached, the whole set being of specially strong construction to withstand the stresses imposed when manoeuvring takes place.

High Standard of Accommodation

As the *Booker Venture* will be away from her home port for over 80 per cent of the year special endeavours have been made to make the accommodation as comfortable as possible, in consultation with the Merchant Navy Officers' Association and the National Union of Seamen.

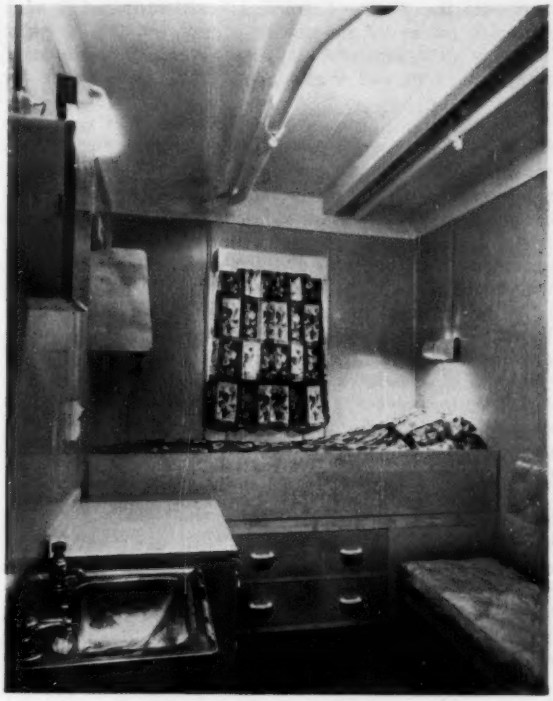
The crew consists of 36 officers and men plus two cadets. An owner's cabin is also provided. The accommodation is air-conditioned throughout. The captain and chief engineer each have a suite of rooms consisting of dayroom, bedroom and bath; the owner's cabin (with bathroom) is adjacent to the captain's dayroom, and a sliding panel enables this room to be combined with the captain's dayroom to form one large room for entertainment purposes.

All officers' cabins have accompanying private showers and toilets and every seaman has his own cabin on the poop deck, with access to that deck. It is believed that the *Booker Venture* is the first ship of her type ever to have the seamen's accommodation arranged in this manner. In addition to their saloon and lounge, the officers have a recreation room, and the crew have a recreation and hobbies room adjacent to their cafeteria. There is a separate mess and lounge for the petty officers and there are separate working offices for the chief engineer, chief officer and purser/chief steward. A permanent swimming pool is situated on the poop deck, cooled drinking water fountains are provided, and permanent fibreglass awnings have been fitted over the accommodation decks. There is a permanent laundry with laundry-type washing machine, hydro-extractor and ironing machine.

All officers and petty officers have bunks which can be converted into double bunks so that wives can stay on board when the ship is in port. All interior spaces are lined with plastic; all carpets and rugs are nylon; and nylon-upholstered furniture is used in some of the officers' quarters.

All interior spaces are lined with plastic, the plastics used being Arborite, Perstorp and Warerite. Particular attention has been paid to the lining of all bulkheads in wash spaces etc, as this helps considerably towards easier maintenance. The colours of all bulkheads have been kept pale in tone to give the illusion of space, and all deckheads are painted white for the same reason. Deckheading has been provided in all the officers' quarters, including alleyways. Flooring is of Marley vinyl-composition tiles, used with a view to easy replacement should any particular area receive undue wear.

Lighting in the owner's, captain's and chief engineer's cabins, and in the officers' reception, recreation and dining room is in the form of illuminated ceiling panels. As this lighting projects only one inch below the deckheading it has the effect of making the ceiling appear higher, and also gives a more shadowless and diffused light. Wall lights have been avoided wherever possible, as being prone to accidental breakage from several sources, but diabolo-shaped wall lights have been supplied as bedside lights in the captain's and chief engineer's bedrooms, and as wall lights in the owner's cabin and officers' reception room, where it was felt that an alternative to the ceiling



Ordinary Seaman's cabin

lighting was advisable. Special attention was paid to the design and dimensions and sighting of all lighting throughout the ship.

Extra large mirrors have been provided in all the cabins and ashtrays in all the shower spaces, as well as a new ring fitting for holding towels, which makes it impossible for a towel to slip to the floor even when the ship is in violent motion. Extra drawer and surface space has been provided in the captain's bathroom beside the washbasin, to act as an auxiliary dressing table when the captain's wife is also travelling.

The colour scheme in each cabin is different down to the level of the seamen, after which it has been done in blocks of four, with a dominant pattern to each block, but with different individual variations of colour. Matching curtains and bedcovers are provided in all cabins throughout the ship, and the colour scheme of each cabin has been carefully coordinated as to upholstery, curtainings, floor coverings etc. Materials for curtains and bedcovers are by Sandersons, Heals, Vantona, Marshalls, and Stevensons (Moygashel). There are nylon covered deckchairs of foam and stainless steel construction to go round the swimming pool.

The construction of the furniture in many of the rooms is extremely interesting. The designs are all Italian, though the furniture is made in England by Dare-Inglis of Harrow. It has a metal base, which can be taken to pieces for cleaning, is covered with a foam padding which is also easily cleaned, and finally covered with short-pile nylon fabric from Shildon Nylon—these covers also being easily removable for cleaning, though giving the impression of close covers. The rest of the furniture in the ship is Pel tubular furniture, with the exception of the swivel chairs in the men's cafeteria, which are Brituma tubular furniture.

All table surfaces are of plastic, as are all the dressing table tops in the cabins. There is a combined fitment in all the cabins, half of which is an open bookcase, and the other half a shelf to take a wireless. All have aerials

built into the plugs. There is a board provided in each seaman's cabin for pin-ups to protect the plastic walls. There is an ornamental staircase connecting the officers' reception room and dining room, with open treads for easy cleaning.

Curtains in the captain's, owner's and chief engineer's cabins, as well as in the officers' reception and recreation rooms and the dining saloon, have been made full length, to give height to the rooms, and they have been secured on runners at the bottom as well as the top to prevent movement. All the curtain runners are of plastic to prevent rusting, and also clashing, which normally occurs with metal ones. The curtains in the officers' reception room are of glass fibre, which is fireproof, dirt-resistant, bug-proof, and gives a pleasantly filtered light when drawn.

All washbasins have been provided with front supporting legs, to prevent the inevitable accidents of pulling away which normally seem to occur when they are only secured to the bulkhead. The bases of all showers are built up so that they may be used also as baths.

Bunks and beds are wider than usual, and down to the level of POs provision is made for the carrying of wives in port. Special bedheads have been designed for the captain's and chief engineer's cabins, giving the impression of a double bed, though it is in actual fact two single beds, with a communal bedhead. These are made of Lionide which is easily kept clean. The dressing stool tops are matched to the bedheads in design and colour.

Large glass ashtrays have been built into all occasional tables. They are of approximately 8in diameter and, being sunk into the tables, will not roll with the movement of the ship. They are removable for cleaning. Melamine tableware has been provided for the officers. The colours have been chosen to match the dining-saloon colour scheme. Individual storage space for napkins and tablecloths has been provided under the officers' dining tables, to save space in the sideboards, and to facilitate the quick laying of tables.

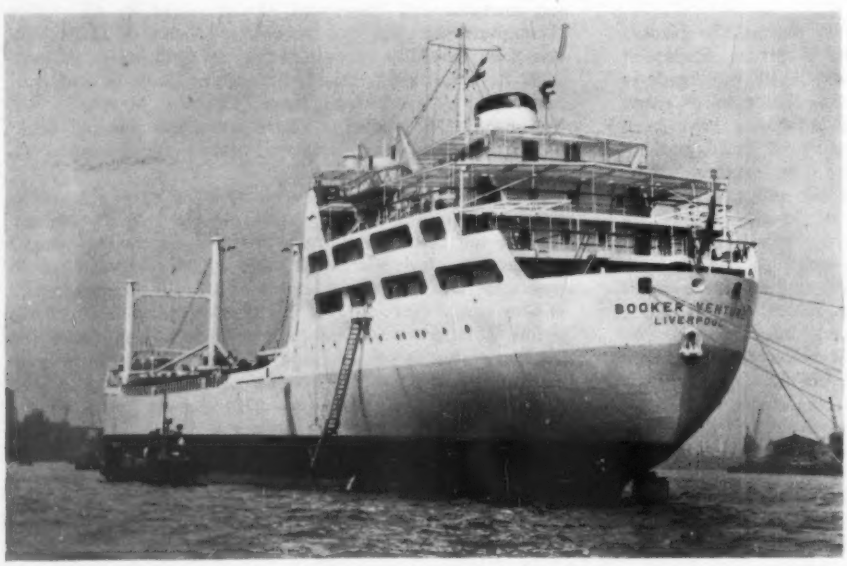
Apart from the usual recreation room for the men, with its dartboard and ping-pong table, there is a separate hobbies room with a bench, lathe etc. for those wishing to construct models and the like. Many of these improvements have arisen from observation of other merchant ships, and the owners of other lines have been extremely helpful in providing Booker Bros. with a chance to inspect their ships.

AUXILIARIES IN THE "BOOKER VENTURE"

Auxiliary	*No off*	*Size*	*Maker*
Switch board	1		Campbell & Isherwood Ltd
Electric generators	2	300 kW 220	W. H. Allen
Electric generators	1	75 kW 220	Ruston & Hornsby
Shaft mounted generator	1	295 kW	W. H. Allen
Air compressors	2	77 cu ft/min	Hamworthy
Emergency air compressor	1	7 cu ft/min	
M.E. fresh water circ. pumps	2	125 tons/hr	Sigmund
Piston cooling and forced lub. oil pumps	2	140 tons/hr	Drysdale
Piston cooling and forced lub. oil cooler	1	140 tons/hr	Serck
Fresh water cooler	1	125 tons/hr	Serck
Fuel valve F.W. cooler	1	8 tons/hr	Serck
Fuel valve F.W. circ. pumps	2	5 tons/hr	Sigmund
M.E. sea water circ. pumps	2	250 tons/hr	Sigmund
Ballast pump	1	250 tons/hr	Sigmund
General service and fire pump	1	100/70 tons/hr	Sigmund
Bilge pump	1	50 tons/hr	Sigmund
H.O. transfer pump	1	25 tons/hr	Drysdale
D.O. transfer pump	1	10 tons/hr	Drysdale
H.O. purifiers	3	1½ tons/hr	Alfa-Laval
L.O. purifiers	2	400 galls/hr	Alfa-Laval
Fuel oil heaters	2	1½ tons/hr	Swinney
Lub. oil heaters	2	400 galls/hr	Swinney
H.O. booster pump	2	2 tons/hr	Drysdale
H.O. preheater	1	2 tons/hr	Swinney
F.W. generator	1	24/30 ton/day	Atlas (Chadburn) Ltd
Drain cooler	1		Serck
Boiler feed water filter	1		N.E.M.
Boiler feed water pumps	2	400 galls/hr	Weir
Oily water separator	1	50 tons/hr	Victor
Oil fired boiler	1	3,500 lb/hr	Marshall & Anderson
Exhaust gas boiler	1	2,000 lb/hr La Mont	J. Thompson Water Tube Boilers Ltd
Oil burning equipment	1 unit		Wallsend Slipway
Blower for boiler	1		Wallsend Slipway
Boiler circ. pump	2	8,050 lb/hr	
M.E. exhaust gas silencer	1		
L.O. disch. strainer	1		
Air receivers	2		G. Clark
Crane	1	6 tons	Marshall Fleming
Magnetic filter (lub. oil) (Philips)	1	E.778/05	Research & Central Instruments Ltd
Ventilator fans	7	30in reversible	Axia Fans Ltd
Extraction fan—purifier room	1	12½ reversible	Axia Fans Ltd
F.W. generator booster and bleeder pps.	1		Chadburns (Liverpool) Ltd
Heavy fuel oil preheater and viscosity control unit	1		
Chlorinating plant	1	6 galls cap.	United Filters & Eng. Co

Burness, Corlett & Partners were responsible for the overall design of the *Booker Venture*, while Hay & Smart of Liverpool supervised the building of the ship during construction. Lubrication of the ship under construction was carried out by Shell-Mex & BP Ltd, using Alexia Oil 40 for the cylinders, Talpa Oil 30 for crankcase and piston cooling and Talpa Oil 20 for the turbo-blowers.

The ship's first voyage to Georgetown is in ballast, and there she will pick up a part cargo of 7,000 tons of sugar. She will subsequently call at St Kitts to complete her full cargo of sugar for the St Lawrence Seaway Refinery, Montreal. After discharging there she will proceed to Toledo, Ohio, to pick up a full cargo of grain for the United Kingdom.



A kedge anchor is fitted aft in the "Booker Venture"

The Marine Biogest

NEW SYSTEM OF SHIPBOARD SEWAGE DISPOSAL

THE marine Biogest, which has been developed by G. D. Peters & Co Ltd, Slough, is a compact unit for the complete disposal of sewage. It uses a mixed culture of aerobic bacteria and other micro-organisms for the purification of crude sewage into an odourless and harmless effluent which can be discharged overboard in port. The Biogest was originally developed by the American Ship Building Company of Ohio and has been installed in several vessels trading on the Great Lakes.

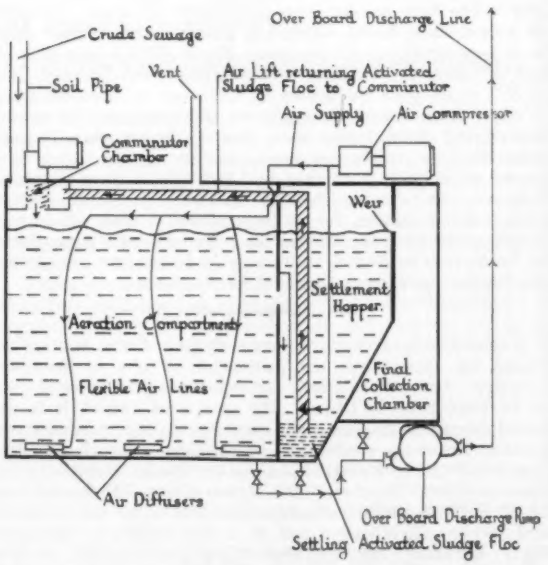
Operation

From the flow diagram illustrated it can be seen that crude sewage from toilets, lavatories, baths, galley etc, flows to the comminutor, the chamber of which is mounted within the top of the main tank. Within the comminutor the suspended solid matter present in the incoming sewage is reduced to particles of less than ¼ inch diameter. At the same time the incoming sewage is mixed with the activated sludge floc (the general term for the purifying micro-organisms used in sewage treatment) returned from the settlement hopper.

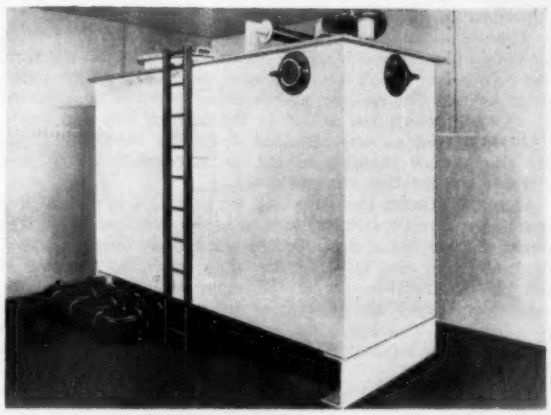
The mixture of crude sewage and activated sludge floc passes into the aeration compartment of the main tank where the activated sludge floc oxidises the putrescible components with the aid of air. The air is supplied by an air compressor, mounted on top of the main tank, through special air diffusers in the aeration compartment. The putrescible components that are in solution (detergents, disinfectants etc) are rapidly oxidised to stable harmless compounds, while those present as suspended solids (food particles, bacteria etc) become incorporated into the activated sludge floc which is continuously oxidised over a longer period of time.

The liquid level in the main tank is maintained by the spillage weir in the settlement hopper. As the mixture of activated sludge floc and now purified effluent flows into the settlement hopper separation takes place. The purified effluent spills over into the final collection chamber and the activated sludge floc settles to the bottom of the hopper, from where it is continuously transferred by the airlift return pipe to mix with the incoming sewage in the comminutor chamber, thus completing the cycle. The air for the airlift return is supplied by the air compressor.

When the level in the final collection chamber reaches a predetermined height a pressure switch operates the overboard discharge pump which empties the contents overboard. The operation of the Biogest is completely automatic and continuous. The process, being entirely aerobic, produces an odourless effluent, while the activated sludge floc has an aroma of freshly turned rich black loam soil. An important feature is the absence of septic tanks and hence the complete absence of all offensive conditions.



Flow diagram to illustrate the operation of the Biogest



The self-contained Biogest unit

The main tank and its compartments are constructed from ⅜ inch thick Cor Ten (a high strength, low alloy, corrosion resistant steel). It is a completely sealed unit when in operation, and thus no obnoxious smells are emitted.

The interior of the tank can be readily observed at any time by means of glass portholes situated at each end. Positioned internally by each porthole are sealed lamps illuminating the interior. This enables the discharge from the comminutor, air turbulence from the air diffusers and quality of final effluent to be observed. The person responsible can check visually that the Biogest is functioning correctly.

The Comminutor

The main chamber contains a rotating slotted and toothed drum and spring-loaded comb. The moving parts are made from hard nickel chrome iron. The chamber of the comminutor is mounted immediately below the top of the main tank. Entry of sewage into the chamber is effected by a 4-in pipe connection. The liquid portion of the incoming sewage flows by gravity from the chamber through the slots in the drum into the main tank. This drum is being continuously rotated at 25 rpm by a ¼-hp motor through a reduction gearbox. Sprung against the drum is the comb. The suspended solids present in the sewage are forced by the flow against the rotating surface of the drum. The drum teeth carry the solids into the comb, against which the drum teeth cut and shear. Smaller soft solids are rapidly disintegrated by the combined action of the drum and comb; larger solids are only partially disintegrated and force the spring-loaded comb apart from the drum and pass between the drum and comb.

These larger solids are brought back again into the comb for further attack, by the airlift, which enters the chamber behind the comb. The larger solids keep circulating round the chamber until they are totally disintegrated. The airlift ensures that a constant flow is maintained in the chamber at all times. This constant flow ensures a continuous cutting action by the drum and comb even when there is no sewage flow.

Mounted on top of the tank is a compact and robust air compressor driven by a 1-hp motor. Air from the compressor is fed to the three diffuser heads in the aeration compartment and to the air lift in the settlement hopper. Ample space is available and provision has been made in the pipework for duplication of the compressor if required. The compressor

supplies air to a manifold pipe just beneath the top of the tank. The diffusers are connected to this manifold by flexible polythene tubes. Each diffuser head is so constructed that the air it receives is broken up into many fine air bubbles. The materials used are such that the heads remain immune from biological growth and other deposits which could cause blockage.

The airlift consists of a plastic pipe running from the bottom of the settlement hopper to the comminutor chamber. Air from the compressor enters the airlift near the bottom of the settlement hopper. The air rises and in doing so draws up activated sludge floc, which has settled in the hopper, into the airlift. The mixture of air and activated sludge floc then passes into the comminutor chamber behind the comminutor comb, and out into the aeration compartment.

Mounted beneath the main tank are three 2½-in outlets (one draining each compartment) leading to the overboard discharge pump. Each outlet is controlled by a manually operated valve. Normally only the valve for the final collection chamber is left open, but valves for the aeration compartment and the settlement hopper have been provided for emergencies. There is a pressure switch in the final collection chamber which operates the overboard discharge pump when the chamber is full.

The standard overboard discharge pump is provided with a 1½-hp motor pumping 70 gallons per minute against a 30-ft head. (The pump functions intermittently and its average operating time is some one to three minutes per hour.) The motors of the comminutor, the air compressor and the overboard discharge pump all possess their own starters and are available for any electrical supply.

Assuming that the numbers of people to be served does not exceed the design capacity, it is recommended that one Biogest be fitted for each crew and/or passenger grouping. For example if the crew and passenger accommodation of a ship were split aft and amidships two Biogests would be preferable. Excessive length in soil piping should be avoided, thus preventing any possibility of septic conditions occurring in the summer or freezing in the winter. Short piping also does away with any need for sewage pumps to maintain the flow.

The overboard discharge point can be above the waterline. If a non-return valve is fitted, the line can discharge below the waterline. The effluent, being a colourless clear liquid, will not affect paintwork, foul outlet valves, or cause offence to other users of the water in which the ship is moored.

Permissible Discharges

As the law stands in the United Kingdom today, sewages treated by chlorination or sedimentation and chlorination would not be allowed to be discharged. In ports, harbours and other enclosed places where, as yet, no specification is laid down, it is permitted to discharge untreated sewage (except in the Port of London, where there is a total ban).

However, in the event of port authorities regulating discharges into their waters (such events can be expected in the near future), it can be safely assumed that the specifications required will be *at least* those required inland. (Pollution in ports is much more severe than in inland waters.) Under these conditions chlorination or any combination of sedimentation and chlorination will be completely out of the question. To obtain an effluent that will conform to the accepted requirements only a biological purification unit such as the Biogest will suit.

The standard Biogest, which is sufficient to handle the waste products of 80 people, costs £3,150, including installation and commissioning.

THE Timber Trade Federation of the United Kingdom has published the 1960 edition of the *Year Book of Timber Statistics* (price 5s), which contains details of imports, home production, stocks and consumption up to and including the year 1960. Last year Finland, with 512,000 standards, was Britain's largest supplier of softwood for the second year in succession, followed by Sweden (390,000), the Soviet Union (381,000) and Canada (310,000). Of the total U.K. hardwood imports in 1960, amounting to 48,407,000 cu ft, the principal suppliers were Ghana (9,807,000), Nigeria (8,148,000) and Sarawak (3,712,000).

"EMPRESS OF CANADA"

Details of Electrical Installation

WHEN the new Canadian Pacific passenger liner *Empress of Canada*, built by Vickers-Armstrongs (Shipbuilders) Ltd, Walker-on-Tyne, was described in THE SHIPPING WORLD last week it proved impossible to include with the article a description of the ship's electrical installation.

Electricity for auxiliary power, lighting and other services in the ship is supplied by two 1,500-kW self-contained DC turbo-generators and three 500-kW two-stroke diesel-driven generators, all constructed by W. H. Allen Sons & Co Ltd, Bedford. Each of the turbo-sets has a normal full-load output of 1,500 kW, with an overload capacity of 25 per cent for two hours. The turbines, which are designed for a steam pressure of 600 lb/sq in (boiler pressure 680 lb/sq in) and a total temperature of 850 deg F (boiler 850 deg F) drive the DC generators through Allen-Stoeckicht double-helical planetary epicyclic-type reduction gearing with a ratio of approximately 11.36:1, the turbines running at a speed of 6,250 rpm, and the generators at 550 rpm. Each turbine is mounted on its own self-contained surface condenser.

Emergency power is provided by two National diesel engines, each rated at 165 bhp, coupled to Campbell & Isherwood 100-kW 220-volts DC generators, while a further source of emergency power is obtained from a Nife battery which is capable of operating all watertight door motors and of supplying 230 amps for 30 minutes. There are also eight smaller Nife batteries for fire alarm, telephone system call bells etc. Some 170 miles of butyl rubber insulated cables manufactured and supplied by Johnson & Phillips Ltd were used for the distribution of electricity. The main and auxiliary switchboards were supplied by Whipp & Bourne Ltd.

SEAFARERS' EDUCATION SERVICE

In 1960 the Seafarers' Education Service and College of the Sea enjoyed a strikingly successful year in everything but income. In the three main fields of library provision, educational work and film supply, activity was greater than it has ever been before, and the demand for the facilities provided by the College of the Sea showed a particularly marked increase. Satisfaction on this score, however, must be tempered by the financial loss which the Service suffered. 40,243 new books were bought. This is exclusive of some thousands of paperbacked books which are distributed to certain ships as a supplementary library issue. From gifts it was able to add a further 6,479 bound books to stock. At the same time 22,631 books were withdrawn as worn out or obsolete, most of these being welcomed as gifts by ships operating in coastal waters, and 9,400 books were lost on board ship. Despite difficulties, the number of books sent to sea reached a new record of 360,497, distributed to 1,840 ships and shore establishments, an average monthly despatch exceeding 30,000. Financially, however, the service suffered a loss which was largely attributable to a rise in the price of books; expenditure on books rose by £4,854, an increase of 24 per cent. Altogether the Service spent more than £25,000 on books.

A NEW British company, Kompass Register Ltd, is now undertaking the compilation and publication of one of the most ambitious works of reference for industry and commerce ever to be introduced in Britain. The new work, which is to be called Kompass Register, will combine in one publication a detailed list of the products of all sections of British industry, ingeniously cross-referenced to the companies manufacturing these products. There is also a section giving full information about the companies themselves. The Index and the Products and Services Classification will be in five European languages. It is estimated that the first British edition will contain detailed information concerning about 25,000 firms employing 50 people or more and will consist of three volumes.

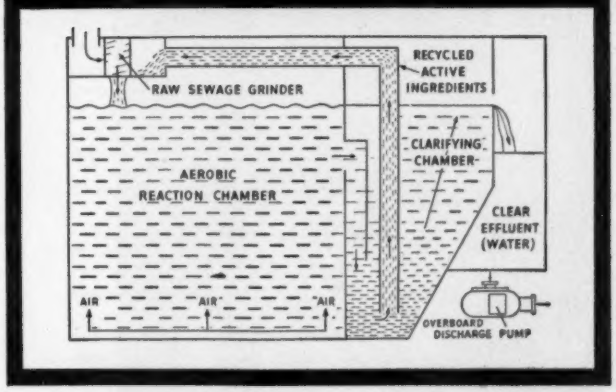
AN OPEN LETTER TO SHIPOWNERS EVERYWHERE!

Dear Sirs,

The danger notice seen above could, quite reasonably, be erected in almost every port, river or waterway in which your ships operate. It prompts us to ask this pertinent question: what are YOU doing personally, to prevent this pollution of vital water? Merely to agree that something *ought* to be done is not enough. Direct action, and *prompt* action, should be taken in your own interests as well as the interests of fellow creatures.

With pride and complete confidence may we suggest your immediate consideration of fitting G. D. Peters "BIOGEST" complete Marine Sewage Purification and Disposal Equipment. This is the only practical answer to the Pollution problem.

Yours very faithfully,
G. D. PETERS & CO. LTD.



"BIOGEST" Marine Sewage Purification and Disposal Equipment is completely automatic, and requires no supervision. There is no residual sludge to be stored. ***95-98% PURIFICATION IS ACHIEVED IN ONE PASS.*** *It is considerably cheaper to instal "BIOGEST" during construction. "BIOGEST" is a wholly biological process, absolutely no chemicals are employed.*

G. D. PETERS & COMPANY LIMITED

(A member of the G. D. Peters Group)

Windsor Works, Slough, Bucks · Slough 23201

The British Petroleum Company

INCREASING DEMAND AND INCREASING COMPETITION

The Hon. M. R. Bridgeman on "50/50" Agreement

THE 52nd Annual General Meeting of The British Petroleum Company Limited will be held on May 25 in London.

The following is an extract from the Statement by the Chairman, The Hon. M. R. Bridgeman, C.B.E., which has been circulated to Stockholders:

The background against which the results should be viewed, is one of increasing demand coincident with increasing competition. Last year world demand for oil outside the Communist bloc rose by about 63 million tons or 7½%. In the U.S.A. demand rose by only 13 million tons or 3% whereas in Western Europe the increase was 29 million tons or 17%. This rising demand has, however, been accompanied by greatly increased competitive activity, due primarily to the "surplus" of oil to which reference is frequently made.

There is still a widespread belief that, in spite of the "50/50" agreements for sharing the profit arising from the production operation, the oil companies are depriving the producing countries of a fair share of the profits. I would like by reference to our results to place this suggestion in a more accurate perspective.

The main increase in world production in 1960 took place in the Middle East where the increase was over 33 million tons. Payments to the Middle Eastern countries under the "50/50" agreements are based on posted prices, and the total sum included in our 1960 accounts for such payments was £128,000,000.

Our own Group profits, which last year amounted to just over £62 million, are related to the price we realise for the oil when we sell it; and, to the extent that such sales are in the form of refined products, these profits represent the net result of all the operations involved, and not merely those related to production.

It is not possible for us to bring to the consumer the ever greater quantities of oil which are required unless we provide not only the production facilities in the producing areas, but also the tankers, pipelines, refineries, and marketing installations which are necessary. But although the increase in revenues of the producing countries depends on the availability of all these facilities on a steadily mounting scale, the Governments concerned are not obliged to spend on the provision of such facilities any of the money they receive from oil royalties and taxes.

Effect of Agreements

The effect of the "50/50" agreements in 1960, so far as we are concerned, can be summarised as follows. The amount payable to the Middle Eastern Governments was five times the sum the stockholders will receive out of the 1960 profits if the amount now recommended for distribution is approved. To maintain the Group on a competitive basis, we had to incur capital expenditure of £112 million, and once more had recourse to outside borrowing. The oil industry's part of the "50/50" bargain thus involves not only the acceptance of the risks—which are very considerable—but also the responsibility for providing all the capital for the refining, transport and marketing, as well as for the actual production of the oil. I do not think this can reasonably be described as a bad bargain for the people of the producing countries.

Turning now to the year's results, BP Group sales of crude oil and products at 73 million tons were the highest in the Company's history, nearly 10 million tons or 15% above the corresponding figure for 1959; and as already stated, the Group's net income after taxation was just over £62 million compared with just over £63 million in 1959. The attention which we are giving to our costs has enabled us to show a welcome reduction per ton in our operating expenditures, but sales income continues to be adversely affected by the competitive nature of the markets. Nevertheless, the Group income before taxation shows an increase of over £13 million.

As to the transfer of £31 million to General Reserve, this will with the other transfers which have been made bring the total of the Company's capital and revenue reserves together with the Share Premium Account to £263 million. The Directors recognise that with the 1960 additions the reserves have reached a high level and they contemplate reviewing later in the year the advisability of measures for the capitalisation of reserves in part, if this then appears warranted.

As to the future, I hesitate to make any positive prediction, optimistic or otherwise. At the same time, I think I am safe in saying that BP is well equipped to play its part in meeting the demand for oil, which can be expected to continue increasing throughout the free world. But it does not follow that our profits after tax will increase in proportion to any increase in the tonnage of our sales.

BOOK REVIEWS

Deutschlands Handelsflotte—1960/61 by K.-H. Schwadke (Eckardt & Messtorff Verlag, Bein Alten Waisenhause 1, Hamburg 11, West Germany. Price DM7.20).

Mr Schwadtke's well-known annual includes all German merchant ships of more than 500 grt as well as trawlers and drifters. The book contains an alphabetical list of shipowners and their ships, and a pictorial section with drawings of 792 different ships. The merchant ships of Eastern Germany are listed separately. The whole work has been carefully revised and brought up to date. As in the former editions of his book, Mr Schwadtke has again refrained from a strictly systematical arrangement of the pictorial section. However, there is a general plan of arrangement which starts with the drawings of passenger liners, goes on to recently-built cargo vessels and from there to older types—and concludes with fruit-carriers, tankers and special construction. Within this arrangement the author has tried to place together the drawings of those ships that have a certain denominator in common, be it the builders, the owners, the design, the tonnage or the purpose for which they have been built. The quality of Mr Schwadtke's drawings is extremely high, each one including as much detail as possible—even to deck rails.

Great Seamen, by Oliver Warner (G. Bell & Sons Ltd, York House, Portugal Street, London WC2. Price 16s).

This author is now established as one of the leading writers on naval history. In this new book his theme is seamanship. Of the ten seamen whose biographies are included in this book, seven were skilled in managing fleets—Drake, Anson, Hawke, Howe, Nelson, Beatty and Cunningham. Three—Drake, Anson and Cook—were circumnavigators, while Kane was a superb handler of a ship of war. The only other name included is that of Shackleton, one of the greatest Polar explorers. While giving a comprehensive study of the man and his achievements the book acts to whet the appetite for more detail. With this in mind the author has included an excellent list of works for further reading.

SEEN AT OLYMPIA

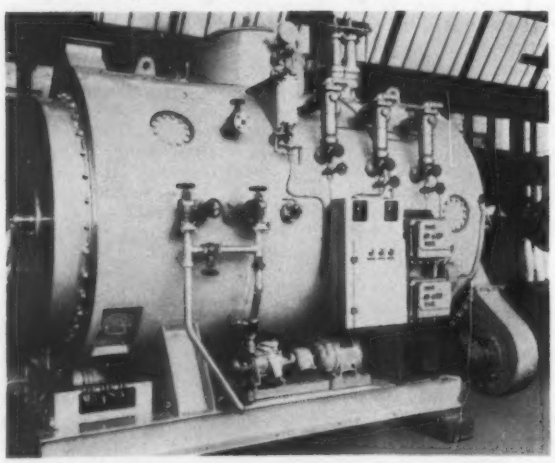
SOME OF THE EXHIBITS ON VIEW

The Doxford stand occupies a prominent position

A PACKAGED BOILER

AT OLYMPIA this year Spanner Boilers Ltd are showing their Mk III horizontally-disposed fully-automatic packaged boiler. This is a steam producing or water heating unit which is suitable for land or marine applications, and which has already been ordered for installation on board a ship under construction at Cammell Laird & Co (Shipbuilders & Engineers) Ltd. Mk III boilers are available in various sizes with outputs ranging from 600 lb/hr up to 7,188 lb/hr; and if required details of boilers having higher outputs than those mentioned can be supplied.

The packaged boiler is a compact unit of the single-pass type with Swirlyflo tubes positioned round the fire space. Each boiler is of welded construction, fully lagged, and is fitted with a full set of normal boiler mountings. Installation requires only that the boiler be secured, the flue fitted, and fuel, water and electrical supply connected. The operation of the Mk III boiler is fully automatic with safeguards against loss of water and flame failure. The oil burner is of the forced-draught pressure-jet type with Magnita or slipring ignition, and is fitted with a fuel line heater when heavy oil is used. Oil having a viscosity up to 3,500 seconds Redwood No 1 at 100 deg F can be burned.

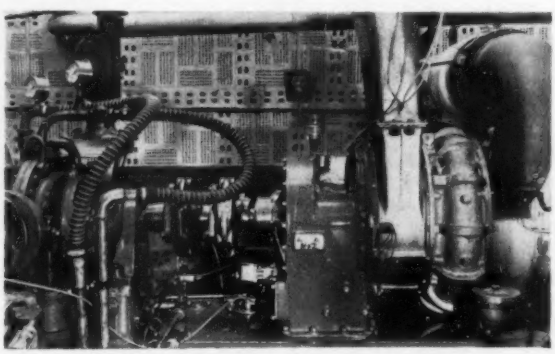


The Spanner Mk III boiler has an output of 4,000 lb/hr at 100 lb/sq in from feed at 60 deg F

LIGHTWEIGHT GAS TURBINE

ONE OF the exhibits at Olympia which has interested engineers and other visitors is the Austin 250 gas turbine. This is a single-shaft unit of 250 bhp output, in which the turbine rotor drives the centrifugal compressor at a speed of 29,000 rpm, the power being taken out from the rotor assembly through a two-stage layshaft reduction gear using double helical gears that gives an output speed of 1,500 rpm. Its high power and small size and weight, together with the dependability offered by this type of prime mover, make it eminently suitable for use on board ship in such applications as emergency generator drive, firefighting and bilge pumps, or possibly cargo oil pump drive. It is capable of driving a water pump delivering 2,500 gallons of water per minute at a pressure of 100 lb/sq in with a suction lift of 10ft. It would also form a possible power unit for high-speed launches.

Where fuel consumption is not important the advantages of this turbine over its diesel engine counterpart are many. First, its lightness, less than 4 lb/bhp, compared with about 10 lb/bhp for a diesel engine; there are no reciprocating parts which

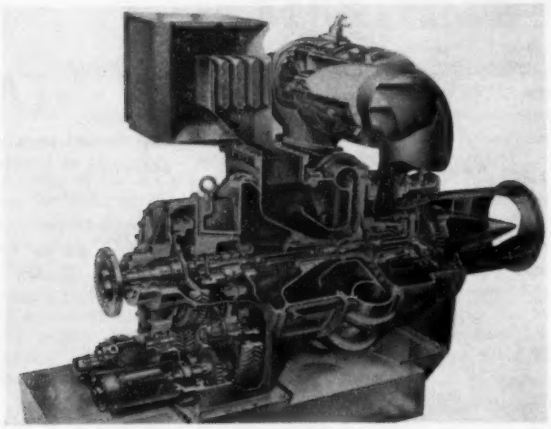


The Austin gas turbine connected to a dynamometer during its final test run

give heavy vibration, and the unit can stand on the floor without being bolted down. Starting is fully automatic by the pressing of a button. The unit may be on full load within one minute and safety devices prevent over-speeding or overheating of the vital rotating parts. Last, but by no means least, the unit is considerably cheaper than its diesel engine counterpart.

It will withstand years of arduous service with very low maintenance costs and will burn almost any suitable type of distillate fuel. The cost is in the region of £2,500 in its basic form, and the measurements are 37in long, 35in wide and 51in high. The weight is 900 lb. Silencing is accomplished by intake and exhaust silencers which together with sound absorbent covers render the turbine as quiet as a reciprocating engine. Under continuous full load without a heat exchanger it runs for over three hours on 100 gallons of fuel. Initially the Austin 250 gas turbine will be available in three forms, all without heat exchangers: coupled to a 160-kilowatt alternator for electrical power generator; coupled to a centrifugal water pump; or as a separate power unit for driving almost any kind of plant.

The single-stage centrifugal compressor gives a pressure

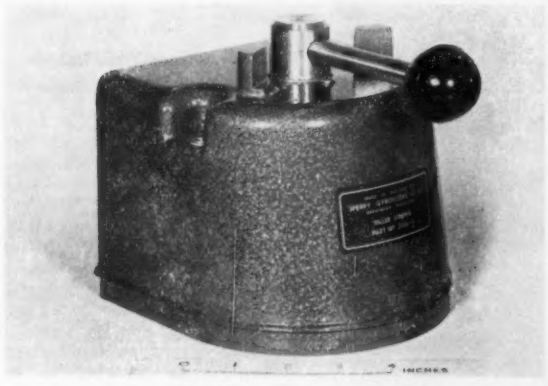


Cutaway view of the Austin gas turbine

ratio of 3.5:1. The impeller and separate guide vanes are machined from forgings of RR58, a high-tensile aluminium alloy, and are shrunk on to the steel shaft. A diffuser of aerofoil vanes is used, and the compressor casing is constructed of well-ribbed aluminium castings. The turbine is of axial-flow type, having two stages. The rotor is carried on two bearings, one ball and one roller, with oil jet lubrication.

The fuel system and combustion chamber are supplied by Joseph Lucas Ltd. A single combustion chamber is used, with side entry, having a Nimonic 75 flame tube in an aluminised mild steel outer casing. Fuel is supplied through a Simplex atomiser from a piston-type fuel pump incorporating a governor control to maintain the required running speed. In applications which demand operation over a range of speeds, an adjustable governor is fitted which can be operated by cable or rod control. The normal fuel is light diesel or gas oil, but the unit can be operated on kerosene or any distillate or gaseous fuel. Starting is automatic, initiated by push-button. The unit is driven up to light-up speed by a 24-volts DC motor mounted on the gearbox driving through a sprag-type clutch; admission of fuel, ignition, switching off the starter, and control of acceleration are effected by relays and solenoids.

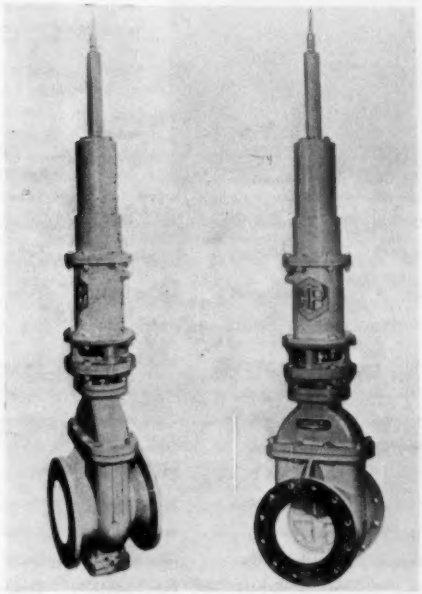
THE Sperry Mark XX gyro compass makes its public debut at the Show. Successor to the well-known Mk E.1 gyro compass, the Mk XX is offered either as a bridge master compass or as a master reference located away from the wheelhouse. In each case transmission for up to eight repeaters is provided. Speed and latitude corrections are set in electrically in such a way that master and repeaters all read true courses.



This Sperry tiller steerer head offers a neat steering control unit

TANKER VALVE CONTROL SYSTEM

ONE FIRM at the Exhibition, Hydraulics & Pneumatics Ltd, is showing a new system of tanker valve control and a hydraulic steering system suitable for small vessels. The tanker valve control, in contrast to the more accepted method of using hydraulic cylinders, is mounted on the valve. Controlled from a remote point through selector valves directing oil to either side of the hydraulic piston, it operates on a pressure ring system avoiding the necessity to run separate



Two views of the Hydraulics & Pneumatics valve control

pressure and return lines to each valve from the control point. This enables considerable reduction in the cost of piping to be made.

The actuator is mounted directly on to the tanker valve with full protection and sealing against corrosion. Inspection plates are provided to permit adjustment of the valve gland without disturbing the actuator assembly.

As a further development of their hydraulic positional control servo actuator, Hydraulics & Pneumatics Ltd are now able to offer a marine steering system designed for small fishing vessels having a length of approximately 55 to 75 ft. The ship's wheel drives through a step-up gear a duo-directional transmitter which displaces hydraulic fluid along the transmission pipes between the wheelhouse and the stern of the vessel.

A FEATURE of the stand of the Marconi International Marine Communication Co Ltd is the television demonstration by Marconi's Wireless Telegraph Co Ltd. Television—a completely coordinated internal and off-air television service—is now afloat in the P & O-Orient liner *Oriana*. Marconi Marine acted as agents in negotiating this order and the design, engineering and installation was carried out by Marconi's Wireless Telegraph Co Ltd. The installation provides for the reception of television broadcasts anywhere in the world, processing being carried out as necessary in the central television control room. On the high seas, out of range of television transmitters, the liner's passengers are entertained by closed-circuit programmes mainly derived from a library of 16mm films; but the installation is very versatile—the liner's staff can record studio scenes, interviews and outside shots with no additional equipment. The liner *Canberra* is fitted with a similar installation.

NEW CONTRACTS

Shipowners	No. of Ships	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B × D.(dft.)	Delivery	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Overseas Yards										
Maritime Transport Lines	1	Bulk carrier	47,000	—	—	—	—	—	—	Mitsubishi H.I. Reorg
Maritime Transport Lines	1	Bulk carrier	47,000	—	—	—	—	—	—	Ishikawajima-Harima H.I.
Nationalist Chinese Govt.	1	Refrig. cargo	3,600 (3,100)	298.58 × 46.58 × 26.25(19)	1962	13.5	B & W diesel	2,900	Mitsubishi	Kasado Dock
Oswego Petroleum Carriers	1	Tanker	46,600 (29,000)	—	—	—	Geared turbine	18,500	Shipbuilders	Mitsubishi H.I. Reorg
Nippon Yusen Kaisha	1	Cargo	10,000 (7,450)	—	1962	14.7	6-cyl Sulzer diesel	5,500	Shipbuilders	Ishikawajima-Harima H.I., Tokyo
Dannebrog S.S. Co, Denmark	1	Tanker	19,000	—	—	—	Diesel	—	—	Hitachi S.B. & E. Co

LAUNCHES

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Apr. 17	Small & Co	*Suffolk Craftsman* (462)	Trawler	(202)	—	—	Diesel	—	—	Richards' Ironworks
Apr. 18	British owners	*Maureen Mhor* (2197)	Yacht	(150)	—	—	Diesel	—	—	Yarrow & Co
Apr. 19	Denizcilik Bankasi T.A.O.	*Harbiye* (807)	Ferry	(1,000)	210 × 36 × 12.75 (12.58)	15	Tw.-scr. recip. steam	1,600	Shipbuilders/ Christiansen & Meyer	Fairfield S.B. Co
Apr. 19	Denizcilik Bankasi T.A.O.	*Inkilap* (808)	Ferry	(1,000)	210 × 36 × 12.75 (12.58)	15	Tw.-scr. recip. steam	1,600	Shipbuilders/ Christiansen & Meyer	Fairfield S.B. Co
Overseas Yards										
Mar. 4	Mosvold Shipping Co	*Moshill* (1533)	Bulk carrier	24,500 (15,800)	551.2 × 75 × 46(31)	17.28	M.A.N. diesel	10,600	Shipbuilders	Mitsubishi S.B. & E. Co, Nagasaki
Mar. 10	Nippon Yusen K.K.	*Saikyo Maru* (1560)	Cargo	11,700 (9,520)	475.75 × 64 × 40.33 (29.5)	20.5	9-cyl UEC diesel	13,000	Shipbuilders	Mitsubishi S.B. & E. Co, Nagasaki
Mar. 16	Azuma Kaiun Kaisha	*Zuiyo Maru*	Cement carrier	8,500 (6,000)	—	13.5	6-cyl Sulzer diesel	4,000	Shipbuilders	Uraga Dock
Mar. 17	Indonesian Govt.	*Teluk Amboina*	Cargo	2,235 (2,320)	—	12.8	Diesel	3,150	—	Sasebo Ship Industry Co
Mar. 18	Oswego Bulk Carriers Inc	*Charles E. Spahr* (914)	Tanker	46,600 (29,000)	689 × 100 × 50(37.58)	16.75	Geared turbine	18,500	Shipbuilders	Mitsubishi H.I. Reorg.
Mar. 23	Denizcilik Nahliyati T.A.S.	*Mimar Sinan* (92)	Cargo	7,900 (5,600)	380.33 × 54.33 × 32.67	14	Sulzer diesel	4,400	Uraga Dock	Nipponkai H.I. Co
Mar. 28	North Korea	*Wisong*	Cargo	3,000	—	—	—	—	—	North Korean Shipyard
Apr. 7	Deutsche Afrika Linien	*Usambara* (782)	Cargo	10,350 (7,400)	—	15	Diesel	5,600	M.A.N.	Deutsche Werft
Apr. 8	American Export Lines	*Export Bay* (325)	Cargo	12,800	470 × 73 × 42.2(27)	18.5	Geared turbine	12,500	—	National Steel & S.B. Co
Apr. 8	Cie. Nationale de Nav.	*Passy* (157)	Tanker	32,500 (21,500)	640 × 83.5 × 47.2 (35.5)	16	Diesel	13,700	Burmeister & Wain	Odense S.B. Co
Apr. 9	Lineas Maritimas Argentinas	*Lago Nahuel Huapi* (162)	Cargo	11,000 (7,500)	471 × 64 × (27)	16.5	Diesel	10,300	Fiat	Brodogradiliste "Split"
Apr. 11	Rederi A/B Nordic	*Nordic* (1071)	Cargo	6,000	—	15	GV diesel	4,550	Shipbuilders	Lindholmens Varv
Apr. 11	Oivind Lorentzen	*Nopal Star* (1136)	Cargo	9,400 (7,500)	431.1 × 60.33 × 35.58 (29)	17	M.A.N. diesel	7,860	Shipbuilders	Kieler Howaldtswerke
Apr. 12	Thorvald Berg	*Morgana* (150)	Bulk carrier	15,000 (10,100)	468 × 65 × (28.67)	14	M.A.N. diesel	5,220	Kockums M.V.	Kaldnes M.V.
Apr. 12	Lykes Bros S.S. Co	*Nancy Lykes* (4582)	Cargo	11,000 (10,000)	470 × 69 × 41.58(29.5)	17	Geared turbine	9,900	G.E.C.	Bethlehem-Sparrows Point
Apr. 16	Eastern Shipping Corp	*State of Punjab* (VC 147)	Cargo	12,300	464.1(504.75) × 63.9 × 39(29.58)	17.2	7-cyl diesel	7,650	M.A.N.	Hindustan Shipyard Ltd
Apr. 17	Rederi A/B Clipper	*Scandia Clipper* (481)	Bulk carrier	24,500 (16,500)	540(577) × 74.75 × 48.58(34)	15.5	8-cyl M.A.N. diesel	9,300	Shipbuilders	Kockums M.V.

TRIAL TRIPS

Date	Shipowners	Ship's Name and/or Yard No.	Type	Tons d.w. (gross)	Dimensions (ft.) L.b.p.(o.a.) × B. × D.(dft.)	Speed (knots)	Propelling Machinery	Total h.p.	Engine Builders	Shipbuilders
Yards in Great Britain and Northern Ireland										
Apr. —	British & Burmese S.N. Co	*Dalla* (1141)	Cargo	10,500 (6,500)	440(465) × 62.75 × 39.75(26.2)	14	4 cyl H & W/ B & W diesel	5,850	J. G. Kincaid	Lithgows
Apr. —	Elder Dempster Lines	*Deido* (686)	Cargo	9,500 (6,168)	430(460) × 63 × 38.5 (26.1)	17	4 cyl Doxford diesel	5,700	Shipbuilders	Scott's S.B. Co
Apr. 14	Shaw Savill & Albion	*Iberic*	Refrig. cargo	12,000 (11,200)	481(512.33) × 70 × 41.5(31.75)	17	8-cyl B & W diesel	13,300	Harland & Wolff	Alex. Stephen & Sons
Apr. 25	Glendee Fishing Co	*Eredene*	Trawler	(214)	(116) × 23 × 12	—	5-cyl diesel	550	H. Widdop	John Lewis & Sons
Apr. 28	Lyle Shipping Co	*Cape Nelson* (1128)	Ore carrier	16,500 (11,000)	498(525) × 70 × 36.5 (27.5)	12	5-cyl H & W/ B & W diesel	4,510	J. G. Kincaid	Lithgows
Overseas Yards										
Mar. —	Nippon Yusen Kaisha	*Fuyu Maru* (801)	Ore carrier	21,377 (14,200)	—	13.5	M.A.N. diesel	7,000	Mitsubishi	Ishikawajima H.I., Tokyo
Mar. —	Vialogo Cia. Nav. S.A., Panama	*Apollonia* (563)	Cargo	15,000 (10,300)	475.75 × 66.25 × 41.33 (30.33)	14.6	6-cyl Sulzer diesel	9,000	Shipbuilders	Ishikawajima H.I., Aioi
Mar. —	Kansai Kisen Kaisha	*Nanyo Maru* (184)	Cargo	5,100 (3,300)	—	12.8	Hatsudoki diesel	3,150	Mitsubushi	Sanoyasu Dockyard
Mar. 24	Nakamura Kisen Kaisha	*Unkai Maru No 3* (152)	Cargo	5,500 (3,600)	—	11.75	Diesel	2,450	Shipbuilders	Mitsubishi S.B. & E. Co, Hiroshima
Mar. 28	Terukuni Kaiun Kaisha and Shipbuilders	*Sumiyoshi Maru* (54)	Ore carrier	20,500 (13,000)	524.9 × 74.1 × 40.5	13.6	M.A.N. diesel	7,000	Kawasaki Dockyard	Kure S.B. & E. Co
Mar. 31	Kawasaki Kisen Kaisha	*Chiyokawa Maru* (1000)	Ore carrier	21,000 (13,500)	537.95 × 74.1 × 41	16	6 cyl M.A.N. diesel	7,500	Shipbuilders	Kawasaki Dockyard
Apr. —	Australian National Line	*Bass Trader* (64)	Veh. ferry	1,750 (3,000)	293.75 × 57 × 15.5 (14.5)	12.5	Twin Deltic diesels	6,480	Napier	State Dockyard
Apr. 20	Anthony Veder (Fjell-Oranje Line)	*Prins Maurits* (113)	Cargo	5,650 (4,000)	276(354) × 51.25 × 29.5(24.5)	15	6-cyl diesel	4,000	M.A.N.	Paul Lindenau

MARITIME NEWS IN BRIEF

MR J. J. WALSH has resigned from the boards of Furness, Withy & Co Ltd and Prince Line Ltd. Mr W. F. G. Harris, a local director in New York, has been appointed general manager in the United States. Mr J. M. Findlay has retired as passenger traffic manager for the United States for Furness, Withy & Co Ltd and is succeeded by Mr F. P. Drexel. Mr A. Elder has retired as chairman of the local board of Furness, Withy & Co Ltd in Trinidad and Tobago and has been succeeded by Mr George Wright.

MR D. S. WOODLEY, while remaining chairman and consultant to Keith Blackman Ltd, will be retiring from the office of managing director on May 31. Mr F. W. Goodge, one of the present joint assistant managing directors, has been appointed to succeed him. Mr C. J. Atkins will become assistant managing director.

MR C. H. GLASSEY, chairman of British Industrial Plastics Ltd, is to join the board of Turner & Newall Ltd, and Mr R. M. Bateman, deputy chairman of Turner & Newall Ltd, has joined the board of British Industrial Plastics Ltd.

MR L. F. HARRIS, secretary of Manchester Liners Ltd, has retired after 40 years' service. He is succeeded by Mr M. Pattinson.

MR WILLIAM KING, senior partner of Keller, Bryant & Company, has retired. He is succeeded by Mr J. W. MacLure. Mr King will be available as a consultant.

MR W. NICOL has been appointed manager of the engineering department of John Readhead & Sons Ltd, South Shields, in succession to the late Mr C. D. Hall.

MR L. G. HUDSON and Mr J. R. Sharpe have been appointed general managers, and Mr A. G. Hatchett a manager, of the British India Steam Navigation Co Ltd.

MR H. T. CHAPMAN has resigned his appointment as deputy chairman of Bristol Siddeley Engines Ltd, but retains his seat on the board. He has been appointed chief executive of Hawker Siddeley Industries Ltd.

MR E. A. C. HOWELLS, Dock Manager, Port Talbot, for British Transport Docks, has been appointed Dock Manager, Swansea, to succeed Mr W. A. C. Morris who is retiring on July 1.

MR J. MARSHALL GAFFNEY has been appointed deputy European general manager in addition to his duties as European freight manager for United States Lines Operations Inc.

ARMEMENT DEPPE S.A., Antwerp, will inaugurate a fast direct service between London and United States Gulf ports on May 11. The first sailing will be the motorship *Anvers*. She will be followed by the *Christian Sheid* on May 31. After that, sailings will be at monthly intervals.

VICE-ADMIRAL JOHN HUGHES-HALLETT, M.P., has been appointed a Parliamentary Secretary to the Ministry of Transport, with special responsibilities for shipping and shipbuilding. Admiral Hughes-Hallett was the Naval commander of the Dieppe raid during the Second World War and was Naval Chief of Staff in the planning of the liberation of France. He was elected to the House of Commons at a by-election in 1954, and represents Croydon North-East

THE NATIONAL MARITIME BOARD has agreed that the bonus payable on vessels intended to trade for three months or more in the North and Central American coastal trade should be increased by 50 per cent as from May 1. It has also been agreed that the area should be extended to cover the West Coast of North and Central America, North of the Panama Canal.

THE Union-Castle liner *Braemar Castle* is to undertake two 21-days Mediterranean cruises in the autumn.

AMERICAN AIRLINES made a new record for domestic scheduled airfreight volume in March of 10,243,000 ton miles —an increase of almost 10 per cent over a year ago. The total of 477,633,000 passenger miles flown was a new company record. The airline carried 662,000 passengers during March.

* * * *

WITH the handing over of the liner *Empress of Canada* coinciding with a large number of tankers and cargo ships being delivered, the tonnage of new merchant vessels completed by United Kingdom yards in March was the highest for any month since the war.

THE Swedish American Line/Wilhelmsen Line have started scheduled sailings from Baton Rouge to the Continent and Scandinavian ports. Regular sailings are scheduled for the first week of each month. Ports of call for this service will be Le Havre, Antwerp, Rotterdam, Bremen, Hamburg, Oslo, Gothenburg, Stockholm, and other Norwegian and Swedish ports as may be required.

THE Merchant Shipping (Crew Accommodation) Regulations, 1953, have been amended to require that the hospitals on

NEW CARGO TRANSIT SHED AT SOUTHAMPTON

A new spacious single-storey cargo shed, built to replace two separate sheds, has come into operation at berths 26/27 at Southampton Docks. The new accommodation occupies nearly the whole length of the northern face of the Empress Dock. The shed, which is 725ft long, is of steel portal frame construction with panelled brickwork, supported on concrete shell piles. Access to and from the quay is by 12 large doorways fitted with sliding doors. On the landward side, 26 galvanised steel roller shutter doors give access to the combined rail and road loading platform

board all ships regularly engaged on voyages to the Persian Gulf shall be fitted with air conditioning.

THE towage and salvage company, N.V. Bureau Wijsmuller, Ymuiden, Holland, have secured a contract for the dispersal of the Dutch cutter dredger *Lake Fithian* lying in the River Hooghly, 32 miles downstream from Calcutta.

THE UNITED STATES LINES has changed the names of their four 10,700-tons C2 vessels, which operate in South Atlantic service from Ireland, the U.K. and Western Europe, to Savannah and other southern ports of the United States. The vessels are the *Southland, Southport, Southstar* and *Southwind*, which have been renamed respectively *American Marketer, American Retailer, American Supplier* and *American Surveyor*.

A FULLY-EQUIPPED modern drawing office, fitted with all the latest equipment, will be a special feature at the first Drawing Office Equipment & Materials Exhibition to be held from June 5 to 8 at the Royal Horticultural Society's New Hall, London. Suitable items are being chosen from the exhibitors' range of products for inclusion in this model drawing office.

THE Polish merchant fleet aggregated 143 ships totalling 603,359 grt and 855,510 dwt on January 1. The fleet showed a net increase of 94,153 grt and 129,778 dwt last year which is a record.

* * * *

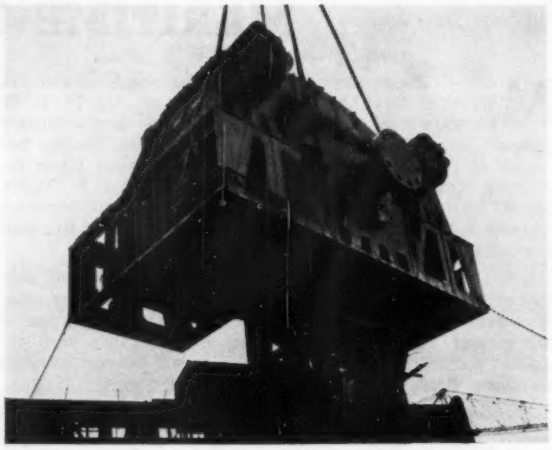
COMMANDER L. A. SWENY has been appointed managing director of Hovercraft Development Ltd. Professor H. B. Squire has joined the board as a director. Mr W. A. Pennington has been appointed chief engineer.

THE FORMER OWNERS of the Hamburg Chicago Line, A. Kirsten, Sartori & Berger and Leo Adams Reederei, have reached a friendly understanding by which all rights for the use of the name Hamburg Chicago Line are taken over by Kirsten Lea Lines.

A SELECT EXHIBITION of etchings, drawings and watercolours by the Scottish etcher, James McBey, is being held in the Print Room of the National Maritime Museum, Greenwich, to which they have recently been presented by the widow of the artist. They represent most of his work of maritime interest,

BP'S NEW OCEAN TERMINAL OPENED

The British Petroleum Company's new ocean terminal at Angle Bay, South Wales, was officially opened recently by Mr Richard Wood, the Minister of Power. He is seen (second from left) inspecting the tanker "British Queen" accompanied by Commodore R. G. Mott, then commodore of the BP Tanker fleet; Mr M. R. Bridgeman, chairman of BP; and Mr J. H. Jackson, managing director



"TRANSVAAL CASTLE" FITTING-OUT

The heavier machinery is being installed on board the new Union-Castle liner "Transvaal Castle" at present being fitted out at the shipyard of John Brown & Co (Clydebank) Ltd. The item above is the secondary gear case which weighs more than 95 tons. It is being put on board by a 150-tons capacity crane. This is one of the largest gear cases produced in the yard's gear-cutting establishment

from one of the earliest etchings done in 1903, to a drawing of the *Cutty Sark* being refitted in the East India Dock in 1954.

TRAFFIC in the Suez Canal during January totalled 1,592 vessels of 15,830,572 nrt, giving a daily average of 51.4 transits. This compares with 1,609 vessels totalling 15,702,327 tons and a daily average of 51.9 transits in January 1960.

SHIPS laid up at ports in Great Britain and Ireland for reasons other than repair on April 1 totalled 76 of 477,458 grt. Of this total 68 of 418,962 were British and eight of 58,496 were foreign owned. Vessels laid up while awaiting or undergoing repair totalled 66 of 376,097 tons of which 58 of 334,195 were British and eight of 41,902 tons were foreign.

THE Associated Maritime Co (London) Ltd has moved to Bankside House, 7th floor, 107/112 Leadenhall Street, London, EC3 (telephone: Avenue 1020, Exn 29).

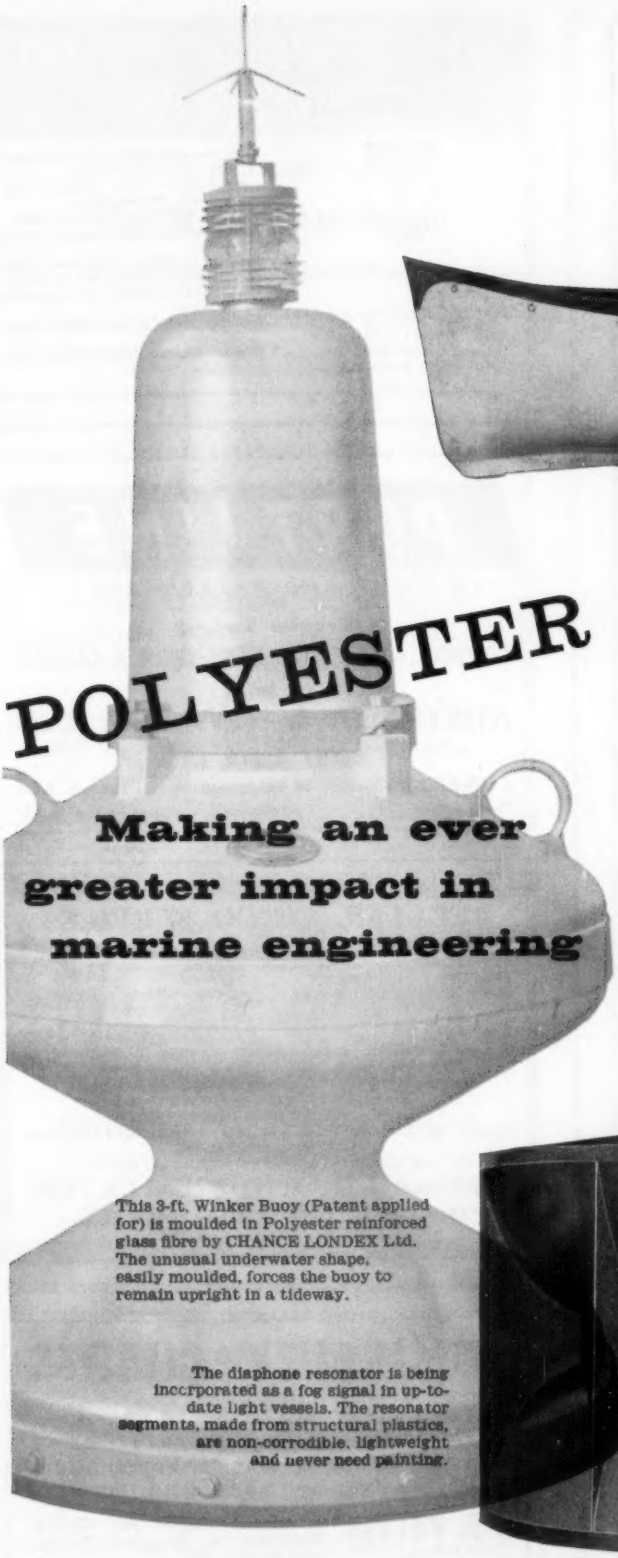
THE BOARD of Hector Whaling Ltd are recommending the acceptance of a bid by Clan Line Steamers Ltd for Hector Whaling at 10s per 5s Ordinary share and 25s per £1 Preference share.

FIFTY YEARS AGO

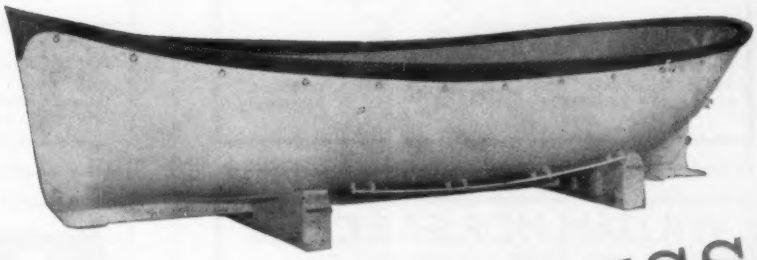
From THE SHIPPING WORLD of 3 May 1911

The Diesel-engined ship *Toiler* has completed her maiden round trip from the Tyne to Calais and back with a coal cargo; and, although the complete data of her voyage have not been made known, we are told her managers consider this initial trip as highly successful. Her run home in ballast was particularly smart. It is understood that she consumed about 1½ tons of oil every 24 hours as compared with an estimated 10 tons of bunker coal, and, taking both commodities at their present market price, she has saved about 50 per cent in fuel, and, in addition, of course, a considerable saving in labour, for the oil requires little or no stoking. If these figures are correct and if they can be taken to represent the average voyage, it is obvious that shipowners will set themselves furiously to think about the future.

The death is announced of Mr. Robert Alexander, the founder of the Hall Line, which is now controlled by Sir John Ellerman. Mr. Alexander retired from business about nine years ago, and was in his 74th year. He was a director of the Suez Canal, and also one of the promoters of the Liverpool and London Protection Association.



Lifeboats made from polyester/glass fibre have attracted world-wide interest and are coming into service on an increasing scale. This lifeboat is 26-ft long and is made by Hugh McLean & Sons Ltd., of Renfrew.



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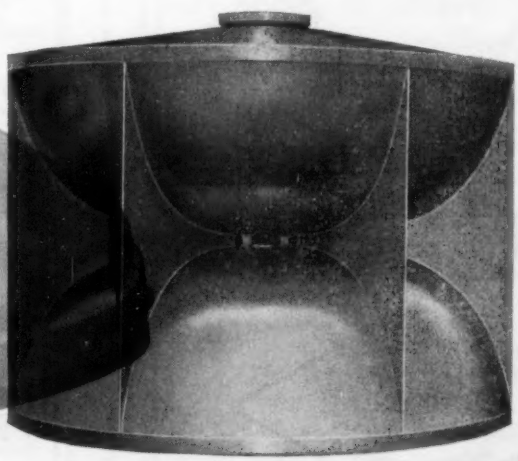
This 3-ft. Winker Buoy (Patent applied for) is moulded in Polyester reinforced glass fibre by CHANCE LONDEX Ltd. The unusual underwater shape, easily moulded, forces the buoy to remain upright in a tideway.

The diaphone resonator is being incorporated as a fog signal in up-to-date light vessels. The resonator segments, made from structural plastics, are non-corrodible, lightweight and never need painting.



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